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Obtain these two books:—"GLORIOUS DEVON" by S. P. B. Mais, price 1/- (2/6 bound) "HOLIDAY HAUNTS" 1937, containing Holiday Addresses, etc. (price 6d.)

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"Monthly Return" Tickets (1d. a mile 3rd, 1½d. a mile 1st class) issued from nearly all stations.

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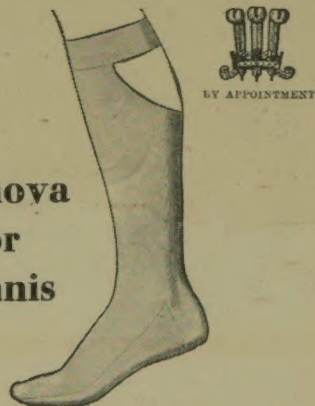
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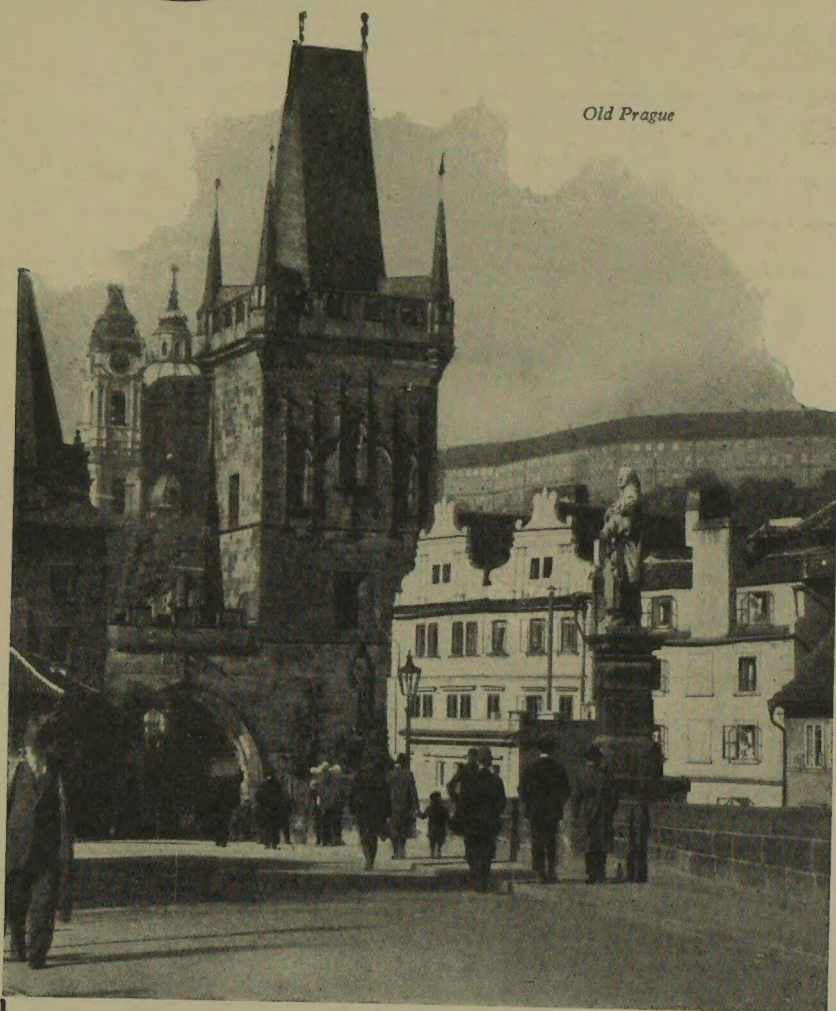
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(For holidays including a complete course of treatment, ask for special Spa booklet.)	

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CZECHOSLOVAKIA — THE NEW HOLIDAY LAND

CONTINENTAL HOTELS

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Semmering—Grand Hotel Panhans—World-renowned hotel of the Austrian Alps. 60 miles from Vienna. Sports. Cures. Casino de Jeu. Pension 15/- up.

Hotel Erzherzog Johann of historic fame, situated on the Semmering Pass and centre of sports. Modern comf. Pens. 10/- up. Same man. as Grand Panhans.

Portschach am Worthersee—Hotel Werzner-Austria—Leading Hotels. Season: April to October. Moderate terms.

BELGIUM

Knocke-Zoute—Palace Hotel—Facing sea and Bathing. Moderate terms. Near Casino. Golf. Tennis. Tel. Add.:—"Palace, Knocke."

Knocke-Zoute—Rubens Hotel—The finest hotel in the best position on sea front, near Casino. Free Conveyance to Links.

CZECHOSLOVAKIA

Prague—Metropol Hotel "Zlata Husa" (Golden Goose)—Modern comfort, homelike, best food, centre of Eng.-speaking visitors and their friends.

Fransensbad—C.S.R. Hotel Königavilla—The best place for Rheumatic-Heart complaints and women's functional disorders. Prospectus.

FRANCE

Antibes—Hotel du Cap d'Antibes—Pavillon Eden Roc Winter and Summer residence.

Cap-Martin—Cap-Martin Hotel—Free bus service with Monte-Carlo & Menton. Tennis. Swim. Pool. 15 ac. priv. Park. Incl. fr. 70 frs. with bath fr. 85 frs.

Le Touquet—Hotel des Anglais—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

Le Touquet—(P. de C.)—Golf Hotel—Facing Links. Visitors have privilege of daily green fees. Open until October.

Le Touquet—Hotel Regina—Facing Sea. Opp. Swimming-pool. First-class residential hotel. Attractive inclusive rates.

Monte-Carlo—Le Grand Hotel—350 Rooms. 280 Bathrooms. Entirely Renovated 1934. Inclusive from 65 Frs. With bath from 80 Frs. Open all year.

Monte-Carlo—The Monte Carlo Palace—1st class up-to-date—facing Casino—sea-view—open all the year. Inclusive from 50 Frs., with Bath from 65 Frs.

GERMANY

Baden-Baden—"Bellevue"—The well-known first-class family hotel in 5 acres own park. Most reasonable rates. Prospectus.

Baden-Baden—Buhlerhöhe—800 mt. (2,600 feet) Kurhaus and Sanatorium. Diets, Rest-cures. Pension from RM. 11 upwards.

Baden-Baden—Hotel Europe—Most beautiful position opposite Casino. Modernly renovated. 200 beds. Rooms from RM. 4. Pension from RM. 10.

Baden-Baden—Hotel Frankfurter Hof—Wholly renovated. Facing Kurpark; a home from home. Manager's wife English. Prices moderate.

Baden-Baden—Holland Hotel. 150 beds, large park, close Casino. Pension terms: RM 11 upwards. Personal Management: H. A. Rössler.

Baden-Baden—Hotel Stadt Strassburg—Fr. Hoellischer. First-class family hotel. Full pension from RM. 9.

Baden-Baden—Brenners Stephanie Hotel.

Baden-Baden—Brenners Parkhotel—Family Hotel de Luxe, facing river, next Casino. Theatre. Sporting Grounds. Pension from 14 M.

Bad Kissingen—Staati.—Kurhaushotel—World-renowned house. Mineral baths in hotel. Garages.

Bad Kissingen—Hotel Reichshof—Distinguished Family Hotel. Garage. Opposite Park.

Bad Nauheim—Hotel Augusta Victoria—Situated directly opposite the Baths. Park. Every comfort. Full pension from RM. 9.

Bad Nauheim—The Carlton—Old established, comfortable, thoroughly up-to-date, exceptional position by park. 20 yards from baths.

Bad Nauheim—Jeschke's Grand Hotel—The leading hotel. Open as usual, but better than ever. Special reduced rates in 1937.

Bad Nauheim—Der Kaiserhof—First-class hotel. Large garden facing baths and Kur-park. 150 rooms, 50 baths. Pension from RM. 11.

Bad Nauheim—Palast Hotel—Most beautiful position facing the Kur-park and Baths. Ex. cuisine. Special diets. Pension from RM. 10.

Bad Nauheim—Hilbert's Park Hotel—First-class Family Hotel. Unique location in quietest position of the Kur-Park opposite. Baths and Springs.

Bad Schwalbach (Taunus)—Staati. Kurhotel. Every room with private toilet and balcony. Built 1931. Terms from RM. 10/50.

Cologne—Hotel Comedienhof—Nr. Stn. & Cath. New wing Dec. 1936. Rms. fm. RM 4, lav. & toil. fr. RM. 6, pr. b. fr. RM 8. Gar. adj. A. Grieshaber, Mgr.

Cologne—Excelsior Hotel Ernst—The leading hotel of Cologne. Opposite the Cathedral.

Cologne—Hotel Fürstentum am Dom—Up-to-date renovated in 1937. Connected with Restaurant and Café. Director Otto Holl.

Cologne—Hotel Monopol—Metropol—The modern home for travellers. First-class Restaurant.

Dresden—Hotel Bellevue—The leading hotel. Unique pos. on the river. Garden-Park, Terraces. Reduced rates. Gar. Man. Dir. R. Bretschneider.

GERMANY (Continued)

Dresden—Hotel Schiller—The latest, first-class hotel. World renowned, distinguished family-home. Near station.

Düsseldorf—Bahnhof-Hotel—The first class Hotel facing the Station. 120 bedrooms 20 private bathrooms, Garage, Restaurants.

Düsseldorf—Bredenbacher Hof—Leading Hotel. World renwd. Fav. home of int. soc. Fam "Grill" Am. Bar—Orc. Gar. 150 R. fr. 6, 75 Pr. baths fr. 9.

Frankfurt-on-Main—Hotel Excelsior—Left exit of Central Station. 300 beds, from RM. 4.

Frankfurt-on-Main—Hotel Frankfurter Hof—Leading, but not expensive. Grill-room. Bar.

Frankfurt-on-Main—Park Hotel—Near central Station. Famous for its Hors D'oeuvres. Rooms from M.5. Garage and Pumps on the premises.

Garmisch Partenkirchen—Hotels Gibson/Schönblick—First-class houses. All modern comfort, near sporting grounds. Moderate terms.

Garmisch—Bavarian Alps—Sonnenbühl—Golf Hotel, facing the Zugspitze. First-class family hotel. Excellent Cuisine.

Heidelberg—Hotel Europe—First class. Quiet location in old park. Rooms from 5 RM.

Heidelberg—Black Forest—Hotel Reichspost—The Hotel for Personal Service, Comfort and Refinement in the Black Forest.

Hundseck nr. Baden-Baden—Kurhaus & Restnt. Hundseck—(2952 feet). Sit. on the Black Forest. 160 beds. All mod. cmf. Pen. from RM. 7 to RM. 9.

Leipzig—Hotel Astoria—The latest and most perf. hotel bldg. Select home of Intern. Soc. and Arist'cy. Man. by M. Hartung, Coun. of Com.

Munich—Grand Hotel Continental—Where everyone feels at home. Quiet location. Moderate terms. Garage.

Munich—Hotel Grunewald—Opposite central station. 300 beds. Every comfort. Bierstube.

Munich—Hotel "Der Königshof" Karlsplatz—1st class. Central situation. 150 rooms. 50 baths. From 5 Mk. New Garage in hotel.

Munich—Park Hotel—Well-known family house. All rooms with hot & cold running water. Most reasonable rates.

Nuremberg—Hotel Königshof—All comforts. Moderate prices. Situated the entrance of the old town. Opposite the station.

Sand—Kurhaus Sand—R.A.C. Hotel (2900 feet). Black Forest, near Baden-Baden. Lake and sun-bathing, fishg. Inclusive terms fm Mk. 6. Catalogues.

Sasbachwalden (Black Forest)—Landhaus Fuchs—20 miles fr. Baden-Baden, a country hse. dsngd. for the few. Private swim. pool. R.A.C., N.T.C. hotel.

Stuttgart—Hotel Graf Zeppelin—Facing Main Station. The most up-to-date Hotel in South Germany.

Triberg—Park Hotel Wehrle—THE Black Forest Home for English people. First class. Fully illustrated prospectus on demand.

Walchensee—Strandhotel Fischer—Facing beautiful lake, Alps. Every comfort. Pension from 7 Mk.

Wiesbaden—Hotel Schwarzer Bock—1st-cl. fam. hotel. 300 beds. Med. bath in hotel. Golf, Tennis. Garage. Pension from 9 Marks.

Wiesbaden—Hotel Nassauer Hof—World renwd. Finest pos. opposite Park and Opera. Wiesbaden Springs. Patd by best Brit. Soc. Pen. from 12 Mk.

Wiesbaden—Palast Hotel—First-class hotel opposite Kochbrunnen. Every possible comfort. Own bath-establishment. Pension from RM 10.

Wiesbaden—Hotel Rose—World-renowned Hotel, own bathing establishment. Patronised by English and American Society. Pension from Marks 11.

Wiesbaden—Victoria Hotel—First-class family Hotel. Thermal baths, own spring. Garage. Pension from 8 Marks.

Wiesbaden—Hotel Vier Jahreszeiten (Four Seasons) Select home of Society. Best position opposite Kurhaus, Opera, Parks. Pens. from RM. 12.

ITALY.

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SWITZERLAND

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Geneva—Hôtel de la Paix—On the Lake facing Mont-Blanc. Close to pier and places of interest. Select but mod. in cost. Nice rooms from S. Fr. 6.

Guntten—Park Hotel (Lake Thun)—Full South on lake front. Large Park. Gar. 1st-class family Hotel. Bathing, Tennis, Golf. Pension from Fr. 11.50 up.

Lausanne—Hotel Meurice—On the Lake. 100 beds. The best First-class hotel. Inclusive terms 10/-. Garden. Garage.

Lausanne—Victoria Hotel—(First-class). The most comfortable at the station. Most moderate terms. Personal attention.

Lucerne—Hotel Beau-Rivage—Facing lake, next door to Casino. First class. Excellent food. Pension from S. Frs. 13.

Lucerne—Carlton Hotel—1st class. English House. Finest situation on lake. Open-air rest. Private lake baths free for guests. Park. Tennis. Garage.

CONTINENTAL HOTELS—Continued.

SWITZERLAND—(Continued)

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Lucerne—The Palace—a de luxe hotel in unrivalled situation, directly on lake-front, quiet—yet central. Write for new brochure and map "E".

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Ouchy-Lausanne—Hotel Du Chateau—1st. class hotel in own park on the lake. Seat of Lausanne Conference. Terms RM. 5. Pen. from Fr. 12 up.

Thun—Hotel Bellevue and Park—Central for excursions. Pension from Fr. 10. Large Park, Tennis, Swimming and Golf.

SWITZERLAND—(Continued)

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Wengen—Palace Hotel—The leading hotel of the Jungfrau District. Inclusive terms from Frs. s. 14.50. F. Bortier, Propr.

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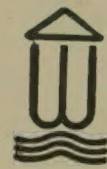
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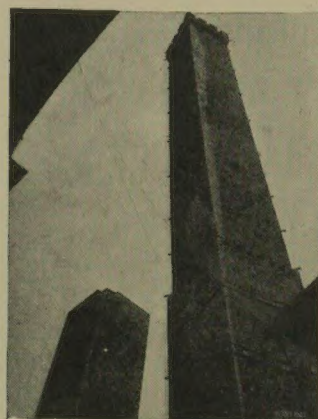


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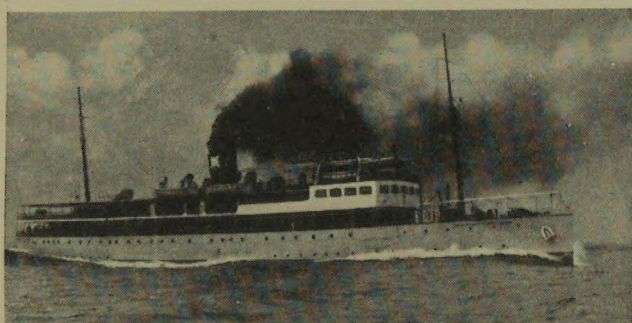
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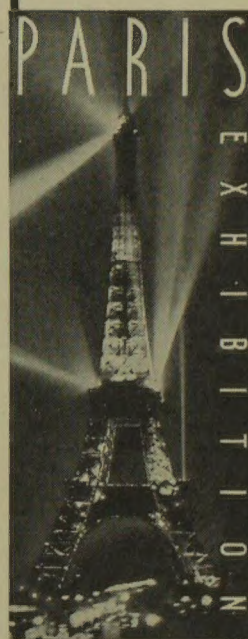


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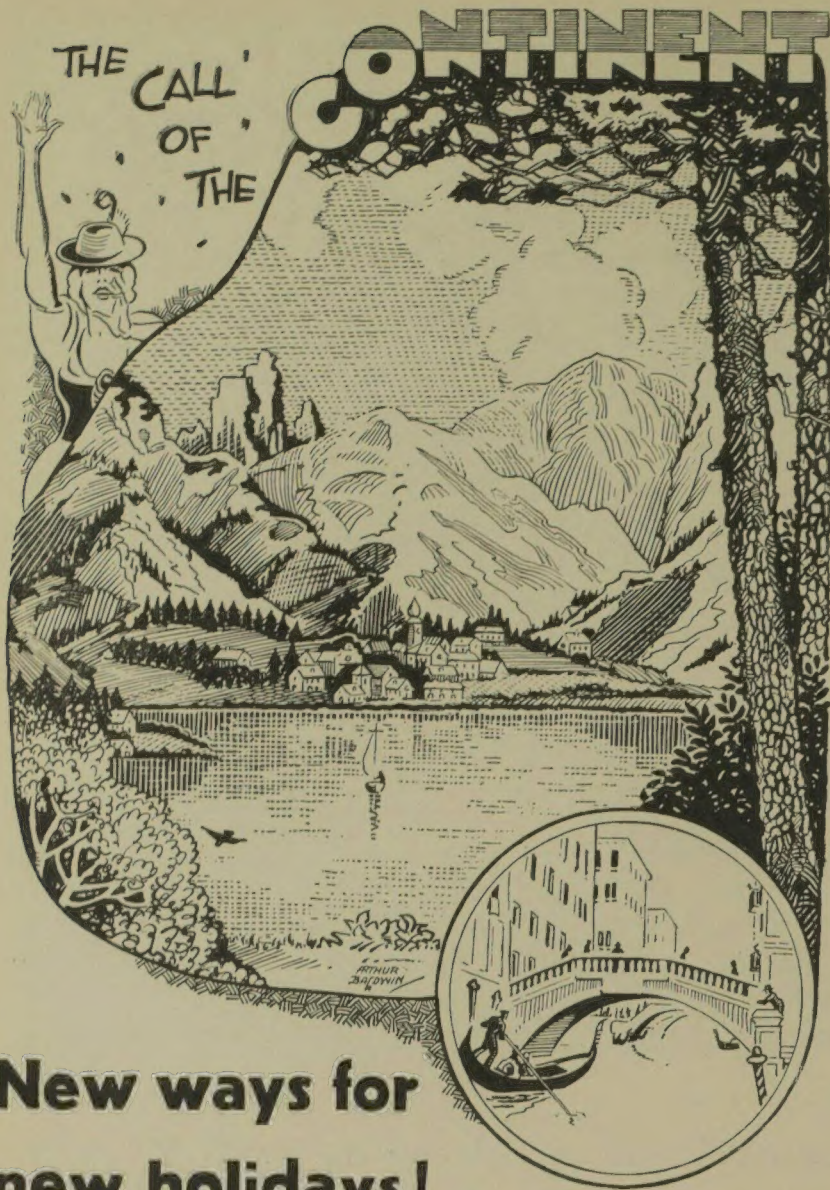
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The choice is so wide and varied, with Holland, Germany, Switzerland, Austria and Scandinavia vying with France, Belgium and Italy for the pleasure of your company.

But wherever you go you ought to include Paris—inspired by its Exhibition it will this year be at its gayest.

And a Continental Holiday in 1937 costs about 25 per cent. less than last year.

17 CONTINENTAL ROUTES

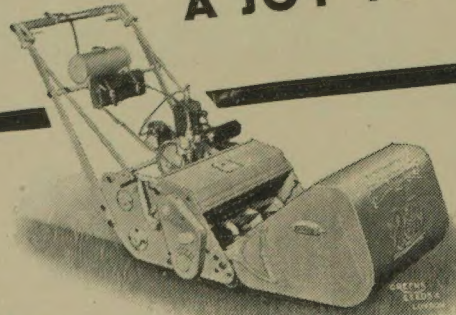
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SATURDAY, MAY 29, 1937.



ON THE EVE OF THE GREAT CORONATION NAVAL REVIEW: THE KING AND QUEEN AND PRINCESS ELIZABETH GOING ABOARD THE ROYAL YACHT "VICTORIA AND ALBERT" IN PORTSMOUTH HARBOUR.

Soon after their Majesties had lunched in Guildhall on May 19, the King, accompanied by the Queen and Princess Elizabeth, left by train for Portsmouth for the Coronation Naval Review. The royal party arrived at 6 p.m. and embarked in the Royal Yacht "Victoria and Albert." His Majesty wore the undress uniform of Admiral of the Fleet.



By ARTHUR BRYANT.

ON the day that this page appears, or it may be the day before or the day after, the first living English statesman quits the political scene on which he has played the leading part for the past fourteen years. He goes, as he always said he would, at his own choice and in his own time, and it is doubtful whether in all his long and much-criticised career he has ever been better fitted for rule than he is to-day, or freer from attack and opposition. There can be very few people in the country who will not be sorry to see him depart. It was not always so. Mr. Baldwin's political life has been subject to the strangest ups and downs. When he first became Prime Minister, seven months after the spectacular victory at the Carlton Club that brought him so suddenly out of obscurity, most people had scarcely heard his name. Within a few months he had become the most popular man in the country. As Mr. St. Loe Strachey, writing in the *Spectator* in May, 1923, put it, a sense of inevitability surrounded his Premiership, "which would have caused amazement if it had not come about so smoothly and so easily. And yet inevitability is too hard a word. . . . It was rather with the feeling with which one says: 'I have felt for years that this was what ought to happen.'"

Yet a few months later, and his career, checked at its outset by the disastrous, precipitate fiscal reform election of 1923, seemed blasted for ever. Everybody expected that he had finished his brief, eventful part on the stage: a curious interlude between the high lights of Lloyd George's Government and the Utopian joys or sorrows (whichever way one looked at it) of Socialism which were henceforward to prevail. "The head of what is probably the last purely Conservative administration this country will ever see," the *New Statesman* had called him, during his brief spell of office. "Mr. Baldwin will go down to history," wrote another publicist in the hour of his defeat, "as the Prime Minister who preferred giving a hundred votes to his adversaries to postponing the realisation of his own opinion, and thus fell from power in six months."

That was in December 1923. Yet, within a year, despite all the efforts of the Syndicated Press and of many of the most powerful in his own party to remove him from the leadership, he was back in Downing Street at the head of the biggest majority a Tory Government had known since the days of Pitt. And, notwithstanding exaggerated talk about the consequences of the Zinovieff letter, it was impossible to escape the conclusion that the extent of the Conservative victory had been principally due to his personality. The middling kind of voter, who might perhaps in the old days have been a moderate Liberal and now was nothing, had given him a vote which they would never have given to his party. What was the secret of his power? The pipe?—it helped; the clothes that the disgusted Editor of the *Tailor and Cutter* set down as suburban?; the calm, literal, common sense of the man after the exhausting and erratic brilliance of the great Welshman whose power he had so dramatically destroyed? Yet none of these things in themselves, even though they matched the mood of a jaded, disillusioned nation, would have sufficed to

win him the personal support of so large a section of the electorate. Not even the honesty, so clearly written in his face and of which the Conservative publicists made so much, could have done that. There were plenty of other honest men in the House of Commons.

The real secret of his appeal, though nobody appears to have consciously realised it, was that, at a time when all the other leaders of the nation had lost the gift of faith, he alone believed intensely, not in his own genius, but in the importance of the work he felt himself called to do. There were other statesmen

that lay at the root of all his country's troubles was the spirit of hatred and distrust and that nothing of real importance could be done to make things better until it was removed. He believed that his particular mission in life was to remove it, and that all his early experience in managing his father's semi-feudal business had gone to prepare him for its execution. He carried a pipe and not a sword, but in the vision of his own inner faith he was as much a saviour sent to end the ills and oppressions of his country as the boy King David or Joan of Arc.

Even before he became Prime Minister, those who watched him carefully began to realise this. In a speech made in the House while still Chancellor of the Exchequer, he dealt with the contention of a Communist member that there would soon be a Communist Government founded on the philosophy of class hatred in Britain. "There will never in this country be a Communist Government," he said, "and for this reason, that no gospel founded on hate will ever seize the hearts of our people—the people of Great Britain. It is no good trying to cure the world by spreading out oceans of bloodshed. It is no good trying to cure the world by repeating that pentasyllabic French derivative, 'Proletariat.' The English language is the richest in the world in thought. The English language is the richest in the world in monosyllables. Four words, of one syllable each, are words which contain salvation for this country and for the whole world, and they are 'Faith,' 'Hope,' 'Love,' and 'Work.' No Government in this country to-day which has not faith in the people, hope in the future, love for its fellow-men, and which will not work and work and work, will ever bring this country through into better days and better times, or will ever bring Europe through or the world through." When he sat down, it is said, a thrill ran through the whole House.

That message has been repeated by him in a hundred different forms on almost countless occasions during the past fourteen years. He gave it again to the youth of the Empire at the Albert Hall a few days ago, and in his moving valediction to the House of Commons in the previous week. Through all the ups and downs of his political career, Stanley Baldwin has held fast to that one simple, supreme idea. Compared with it, his own personal convenience, the immediate policy of his Party, the wishes of the strident-voiced and the powerful, have counted for nothing at all. He

is to be judged as a statesman solely by one test: is Britain, thanks to his labours, a more reasonably minded, good-humoured, peaceable community than it was fourteen years ago, less of two nations, more ready to believe that differences of opinion matter little compared with the common brotherhood that binds all men of our race. To that question I believe the future historian will be able to return a clear, decisive answer. And it will be due to the faith, the patience and the constant, shining courage of this great Englishman who now, his work done, goes forth amid the praise of the people he has served to take his rest.



THE CORONATION NAVAL REVIEW: THEIR MAJESTIES THE KING AND QUEEN, WITH HER ROYAL HIGHNESS PRINCESS ELIZABETH, SURVEYING THE LONG LINES OF WARSHIPS FROM THE BRIDGE OF THE ROYAL YACHT.

Shortly before the "Victoria and Albert" sailed, the King, in the full-dress uniform of an Admiral of the Fleet and wearing the riband of the Garter, the Queen, and hatless Princess Elizabeth ascended the bridge, where they remained while the Royal Yacht passed between the lines of the assembled warships.

who proclaimed that they had a mission, but they so obviously only believed about half they said that nobody could take their declamatory utterances very seriously. But for all his quietness of manner, Mr. Baldwin plainly believed every word he said. Through all he uttered and did, there shone the genuine light of inspiration.

Disraeli once defined the quality of a leader as that of one who said: "Lo! I have discovered truth. God has given me mind to see it, and you shall believe." That was precisely the quality that men, even without knowing that they had discovered it, instinctively found in Mr. Baldwin. He believed that the disease

THE CORONATION NAVAL REVIEW: PORTSMOUTH WELCOMES THE KING.



AFTER RECEIVING THE CORPORATION'S ADDRESS OF CONGRATULATION ON THE CORONATION: THEIR MAJESTIES THE KING AND QUEEN, WITH PRINCESS ELIZABETH, DESCENDING THE STEPS OF THE GUILDHALL TO ENTER THEIR CAR—THE MUCH-DISCUSSED MODEL WARSHIP "CORONATION," MANNED BY NAVAL CADETS, IN THE FOREGROUND.



AT THE GUILDHALL: THEIR MAJESTIES AND PRINCESS ELIZABETH (CARRYING LILIES OF THE VALLEY GIVEN TO HER BY A WOMAN IN THE CROWD).

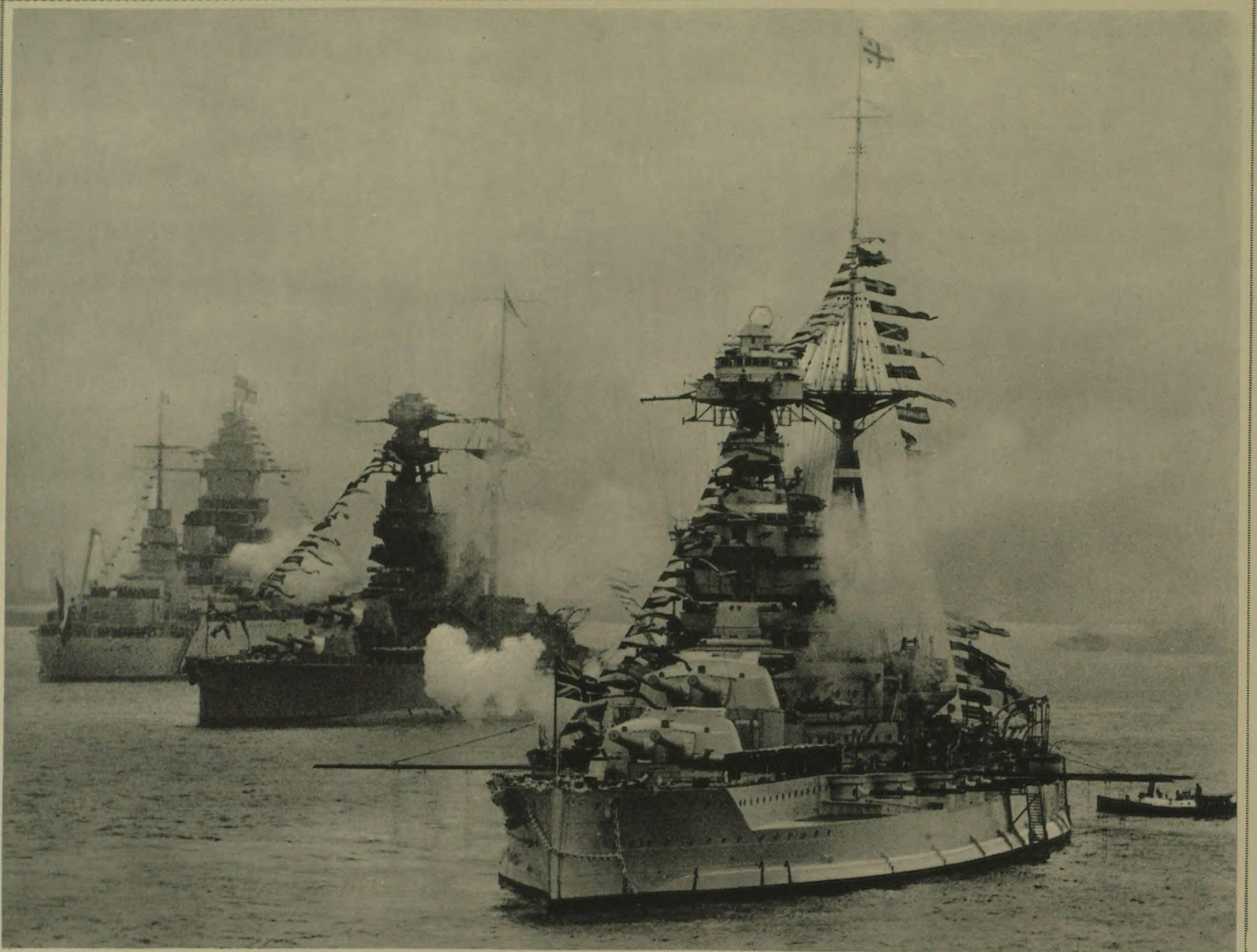


ARRIVING AT THE DOCKYARD IN AN OPEN CAR: THE KING AND QUEEN, WITH PRINCESS ELIZABETH SEATED BETWEEN THEM, RECEIVING A TREMENDOUS WELCOME.

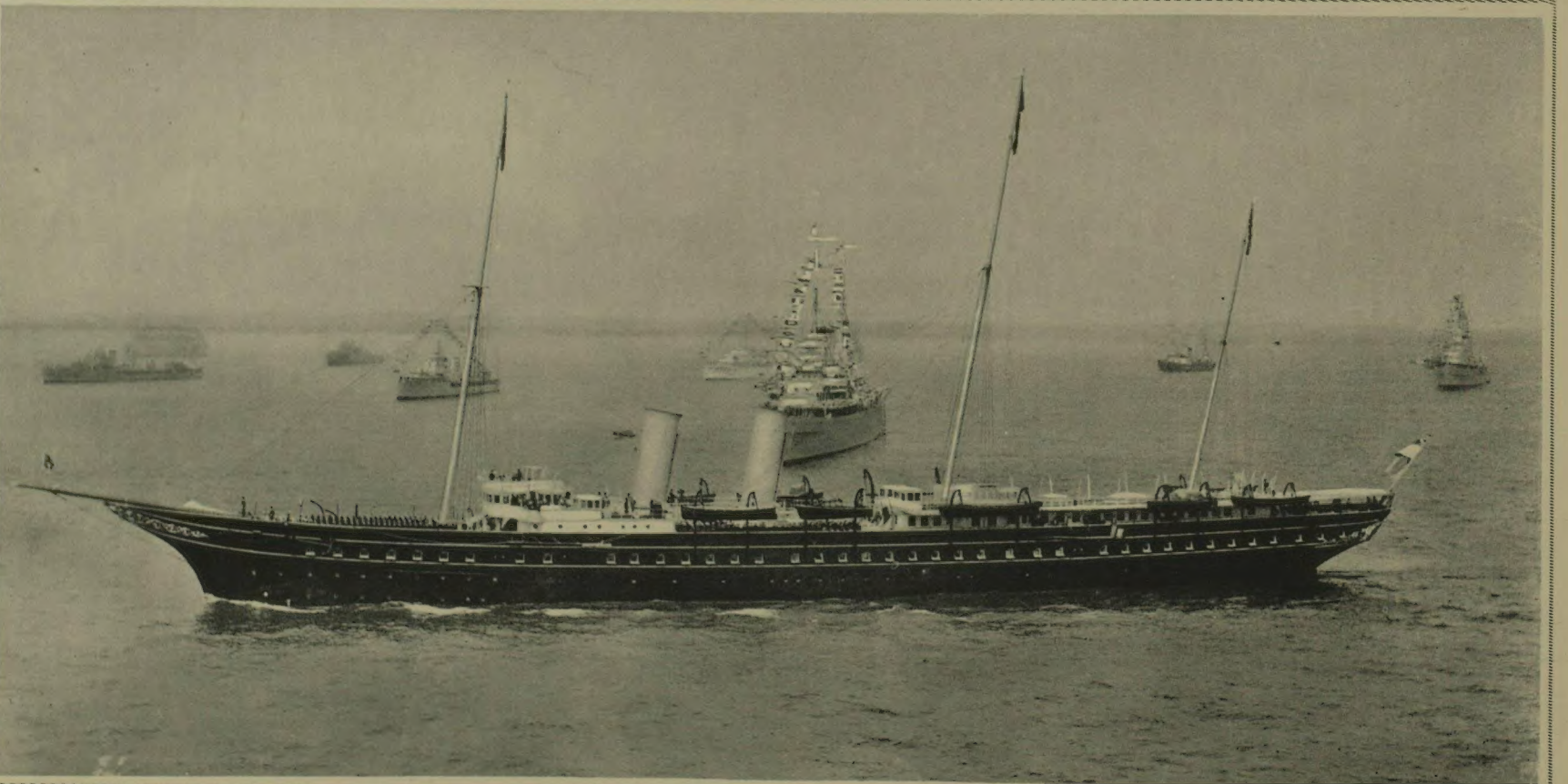
On their arrival at Portsmouth, the King and Queen, accompanied by Princess Elizabeth, drove in an open car to the Guildhall, where they were received by Sir Samuel Hoare, First Lord of the Admiralty, Lord Mottistone, Lord Lieutenant of the county, and the Lord Mayor, who presented an Address of congratulation on the Coronation. The decorated streets were packed with thousands of spectators and in front of the Guildhall was a model of a warship named

"Coronation," which was manned by naval cadets from H.M.S. "Victory" and H.M.S. "Vernon." On observing this model, the King remarked that it was one of the finest things he had seen in the form of decoration and the Queen and Princess Elizabeth also expressed appreciation. After talking to the Lord Mayor for some time, the Royal party entered their cars and drove through cheering crowds to the Dockyard, where the King was piped aboard the Royal Yacht.

THE CORONATION NAVAL REVIEW: THE FLEET SALUTES HIS MAJESTY.



THE MOST DRAMATIC MOMENT AT THE KING'S REVIEW OF HIS NAVY: THE ROYAL SALUTE FIRED BY THE ASSEMBLED WARSHIPS AS THE ROYAL YACHT REACHED THE HEAD OF THE LINES—SHOWING (FROM RIGHT TO LEFT) H.M.S. "BARHAM" AND "RAMILLIES" AND THE NEW FRENCH BATTLESHIP "DUNKERQUE."



THE CYNOSURE OF EVERY EYE AT THE NAVAL REVIEW: THE ROYAL YACHT "VICTORIA AND ALBERT," WITH THE KING AND QUEEN AND PRINCESS ELIZABETH ON THE UPPER BRIDGE, PASSING ALONG THE LINES—A VIEW TAKEN FROM H.M.S. "BARHAM" AND SHOWING H.M.S. "SHROPSHIRE" IN THE CENTRE BEYOND.

One of the great moments of the Coronation Naval Review held at Spithead, on May 20, was the firing of a Royal Salute of 21 guns by the assembled warships as the Royal Yacht "Victoria and Albert," with the King and Queen on board, arrived at the head of the lines. Their Majesties were on the upper bridge, accompanied by Princess Elizabeth, the Duke and Duchess of Kent, the First Lord of the Admiralty, Sir Samuel Hoare, and the First Sea Lord, Sir Ernle

Chatfield. The King stood with his hand raised at the salute. Prominent among the eighteen foreign warships present at the Review was the latest French battleship, the 26,500-ton "Dunkerque," which only recently completed her trials. H.M.S. "Barham," of the First Battle Squadron, Mediterranean Fleet, was the flagship of Rear-Admiral T. H. Binney, C.B., D.S.O., whose flag is seen flying from her main-mast in the upper photograph.

THE ROYAL VIEWPOINT AT THE FLEET ILLUMINATIONS: THE "V. & A."

SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY C. E. TURNER



THE "VICTORIA AND ALBERT," FROM WHICH THEIR MAJESTIES WATCHED THE ILLUMINATIONS AT SPITHEAD: THE GRACEFUL OLD ROYAL YACHT, WHICH MAY NEVER SEE ANOTHER GREAT NAVAL OCCASION, SILHOUETTED AGAINST SEARCHLIGHT BEAMS.

The drawing shows the searchlight display, on the night of May 20, by the British and foreign warships assembled at Spithead. This was watched from the "Victoria and Albert" by their Majesties and the royal party. The Royal Yacht, in the foreground of the drawing, was moored at the eastern end of line "E," at the head of the combined Fleet, and is shown silhouetted against the long, moving beams projected by the searchlights of the numerous warships. The illumination of the Fleet was begun at a signal from the Royal Yacht, when warships all switched on their lights.

After some time lights were switched out and the searchlights of the combined fleets made intricate patterns against the sky. Then followed the fireworks. These are illustrated on pages 984 and 985 of this issue. At this Coronation Review, the veteran "Victoria and Albert" made what was probably her farewell appearance at a great occasion of this kind. She was completed in 1899 and her graceful curves, elaborate ornamentation, and "bell-topped" funnels, characteristics of a past age, contrasted strangely with the great fleet of modern warships.

THE FLEET ILLUMINATED IN HONOUR OF THE CORONATION REVIEW BY THE KING.



THE NAVY'S DISPLAY AFTER THE CORONATION REVIEW: THE SKY FILLED WITH CASCADES OF FIRE FROM ROCKETS FIRED BY WARSHIPS.



FIREWORKS AS THE FLEET SAW THEM: A VIEW FROM H.M.S. "QUEEN ELIZABETH"; WITH THE ROYAL YACHT VISIBLE IN THE DISTANCE (CENTRE).



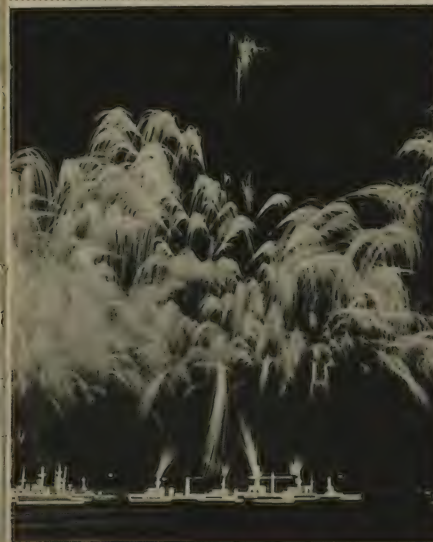
THE PONDEROUS OUTLINES OF BATTLESHIPS INDICATED BY A TENUOUS TRACERY OF LIGHTS: THE FLEET TRANSFORMED DURING THE ILLUMINATIONS.



THE SPLENDID SPECTACLE OF RED, WHITE AND BLUE ROCKETS BURSTING HIGH IN THE AIR IN FIERY SHOWERS ABOVE LINES OF WARSHIPS PICKED OUT WITH LIGHTS.



A GENERAL VIEW OF THE FLEET'S DISPLAY ON THE EVENING OF THE ROYAL CORONATION REVIEW. A signal from the Royal Yacht gave the order to the Fleet to illuminate ships. After the searchlight display (which is illustrated on another page) there was darkness again, and then, suddenly, at another



THE SEA AND THE FORE PART OF H.M.S. "QUEEN ELIZABETH" PHOTOGRAPHED IN THE GLARE OF BURSTING ROCKETS.



rockets, and then blue. After this the ships of the Fleet appeared illuminated over all again. Their Majesties watched this magnificent display from the Royal Yacht, in which they spent the nights of the 19th and 20th of May

The crowds which thronged the beach at Southsea, the Hampshire coast at Stokes Bay, and the Isle of Wight to watch the Fleet illuminations in the evening were fully as great as those which had gathered to watch the

Coronation Review. A signal from the Royal Yacht gave the order to the Fleet to illuminate ships. After the searchlight display (which is illustrated on another page) there was darkness again, and then, suddenly, at another

signal from the "Victoria and Albert," a burst of rockets went up in a cascade of red, white and blue showers in the sky. Afterwards every ship in the Fleet sent up red rockets, followed, a few seconds later, by white

rockets, and then blue. After this the ships of the Fleet appeared illuminated over all again. Their Majesties watched this magnificent display from the Royal Yacht, in which they spent the nights of the 19th and 20th of May

The World of the Kinema.

By MICHAEL ORME.

THE CORONATION NEWS-REELS.

WITH the Coronation little more than a fortnight behind us, it is impossible, in any review of recent happenings in the World of the Kinema, not to give pride of place, both of memory and of recognition, to the kinematic records of the great ceremonies and of their scarcely less impressive accompaniments of national sentiment expressed in terms of numbers and of sound. That such records were made possible by the courtesy and co-operation of the authorities is a matter for gratitude. That the opportunities thus given were so brilliantly seized and

and men, as well as those awaiting them at home, react to this new order is the subject of an extraordinarily vivid series of, as it were, mental and emotional close-ups framed in the varied backgrounds of personal circumstance. There is the little teashop waitress dropping her tray, racked with noisy grief because now she can't get married and her white silk dress is ready; the shop-girl, tired of waiting, almost ready to surrender to the cultured pearls and kisses of the man on the spot; the young wife with the child his father has never seen; the older woman, deserted and resentful, planning an unpleasant reunion with her neglectful spouse; Lady Joan, engaged to the Lancers' captain, but now in love with another man at home; the Colonel's wife, dying of an incurable disease, who had hoped to spend the last few months of her life with her husband on the Scottish moors.

All these have their male opposites aboard the troopship. For all of them, life is to be crystallised into six hours. Some of the men, more in idleness and fretfulness than in malice, start a free fight between decks; one, suspicious of his sweetheart's fidelity, plans to murder her as soon as the ship docks; Captain Reed, torn between new love for charming Nurse Harrison and loyalty to his fiancée, asks to stay with the regiment instead of taking up a waiting War Office appointment; the Colonel surprises his wife's tragic secret. A baby is born in the married quarters; the women squabble over proprietary rights in a clothes-line. But "the next stop is England."

Excitement mounts and mounts. The mail, dropped aboard by a 'plane, keys up anticipation to fever-pitch. The sirens sound. The waiting crowd on the quay sways and shouts and sobs. The troops stream ashore. Here is material essentially kinematic, human, humorous, and tragic, which the imaginative vision of Herr Erich Pommer, the producer, and of Mr. Tim Whelan, the director, has seized upon with fine and sweeping vigour, to which the dialogue of Miss Clemence Dane, sensitively attuned to the clipped emotional idiom that Britishers use

and understand, brings an added verisimilitude. So, too, the actors, real people, one and all. It will be long before it is possible to forget Mr. Leslie Banks's beautifully quiet and strong performance as Colonel Blair, or that of Miss Flora Robson as his stricken wife—a comparatively small part, this, but one which the actress models into a lovely cameo of proud and tender resignation. Amongst so many finely characterised portrayals it is impossible to award individual laurels. But each and every player contributes his or her quota of comedy or romance, of human foible or distress, to a kaleidoscope of moving pattern so skilfully designed and executed as to make a lifelike whole. Pictorially, too, the film is magnificent. The true story of "Farewell Again" is part of national history. Its screen reincarnation will assuredly occupy a memorable place in the history of British pictures.

"WINGS OF THE MORNING."

English kinematic history has also been made by Mr. Robert T. Kane's production of "Wings of the Morning," directed by Mr. Harold Schuster for New World Pictures, for this is the first full-length British film in Technicolor. Much ink has already been spent over the question of colour-photography, my own view having been that the process, still in the extremely self-conscious and somewhat aggressive stage of adolescence, is inclined

to detract from the dramatic content of the material upon which it is employed by reason of over-emphasis and a too-deliberate conversion of a mere means into an end. It is true that most, if not all, the colour-films we have hitherto seen have been set against such naturally vivid and intensely brilliant backgrounds as those of California and the East. Since, therefore, what most of us desire is a softening rather than a sharpening of tones, it seems likely that a considerable amount of hopeful truth underlies the current statements that colour-film producers are now looking to British atmospheric conditions and backgrounds to provide the ultimate solution of their present difficulties.

And it is in this connection that the picture now showing at the New Gallery has a special significance. Not that this by any means constitutes its only interest. Had it been "shot" in the familiar black and white, it would have merited attention by reason of its star, the entrancing and far-too-seldom-seen Annabella. But Annabella in colour is only to be described as adorable, whether as the daughter of the gypsy king, her hair sleek and burnished as a raven's wing, her neck enclasped in glowing coral to tone with the deeper colouring of her little, tight bodice, or as the deliciously attired guest of the Earl and Countess of Clontarf, a shimmer of blue and moonbeam tints in the ballroom, a dignified young figure in wine-coloured velvet. As for the backgrounds, upon which it would seem that so much of the future of film entertainment depends, these certainly have a depth and softness, a shading into tones and distance, which are admirable, albeit the film is not wholly lacking in "picture postcard" effects. Grass is often, and definitely, emerald green—but is not Ireland, the home of the story, known as the Emerald Isle?—and there are the gaudy colours of the gypsy caravans as they stream in procession along the Derby course—garish, perhaps, a little too suggestive of fresh paint for the occasion, but none the less a strengthening of pictorial effect without detriment to the drama of the moment.

Then, too, there are the jockeys' colours in the classic race, a striking enhancement, these, intensifying the rush of movement and the thud of galloping hoofs. (Shots of the London streets alive with crimson—should they not be scarlet?—buses were greeted at the Press show with



TO CREATE THE RÔLE OF DON JUAN IN THE NEW OPERA "DON JUAN DE MANARA": LAWRENCE TIBBETT AS SCARPIA, IN "TOSCA."

Lawrence Tibbett, the American baritone who has appeared in several films, made his début at Covent Garden on May 14 as Scarpia, in "Tosca"; and on the 18th he was the Ethiopian, Amonasro, in "Aida." He has arranged to appear as Don Juan in Eugène Goossens' new opera, "Don Juan De Manara," towards the end of June; and will again be heard as Iago in "Otello."

utilised is one for pride. Never before have lights or cameras been allowed inside Westminster Abbey. Never before have the news-reel operatives—those wizards of the actual, the sublime, and the ridiculous—so triumphantly overcome technical difficulties or produced anything so significantly lovely, so solemn, so inspiring as the scenes of almost incredible splendour and majesty it was their privilege, and responsibility, to record. Yet amidst all the dignities and pomp, the majestic groupings, the ordered clamour of the trumpets, the poignant silences, it is the human element which the whirring cameras have brought out also in unforgettable relief—the upright, grave figure, supreme and alone above the kneeling Peers and prelates; the King's hands, meek and motionless, awaiting the symbols of imperial sovereignty; the Queen Mother bending over the little heir-presumptive to the Throne. History was made in more senses than one on that morning of the twelfth of May—a history of brilliant efficiency, of speed, of master craftsmanship that has not only enriched our national heritage, but has impressed the world.

"FAREWELL AGAIN."

It is, I think, a happy coincidence that at this time, when London is still packed with visitors from abroad and overseas, the Plaza Theatre should be showing a picture from the studios of London Films which may justifiably be called a milestone in British production. "Farewell Again" is, too, particularly apposite to the national mood, since the keynote of its inspiration is duty to King and Empire and the sublimation of individual convenience and emotion which that duty involves. The "omnibus" story of the picture is based on actual fact. The troopship *Somerset* is homeward bound, bearing the 23rd Royal Lancers to eagerly anticipated leave after five years' gruelling service in India. Soon after leaving Gibraltar a wireless message from the War Office informs their Colonel that six hours only can be allowed at Southampton—then "farewell again" for the Near East. How officers



IN THE RÔLE OF BRÜNNHILDE: KIRSTEN FLAGSTAD, THE NORWEGIAN PRIMA DONNA WHO IS APPEARING AT COVENT GARDEN IN "DER RING DES NIBELUNGEN."

Kirsten Flagstad made her triumphant début at Covent Garden last year and is again appearing during the Coronation season of International opera. She arranged to sing "Brünnhilde" in "Die Walküre" on May 26 and in "Siegfried" on May 28.

slightly ironical delight.) And so to the exciting climax of a not-too-convincing story, with Steve Donoghue himself "up" on the Derby winner, the multi-coloured crowds acclaiming a splendid race—and a happy ending to the romance between the charming Annabella and her manly lover of the picture, Henry Fonda.

THE CORONATION NAVAL REVIEW: GERMAN BATTLESHIP; AND FLY-PAST.



ONE OF THE MOST INTERESTING OF THE FOREIGN SHIPS AT THE REVIEW: THE POCKET-BATTLESHIP "ADMIRAL GRAF SPEE" AT ANCHOR, FLYING THE GERMAN NATIONAL FLAG, WHICH BEARS THE SWASTIKA, AT HER ENSIGN-STAFF AND JACK-STAFF AND AT THE MASTHEAD.



DIVING IN SALUTE OVER THE ROYAL YACHT "VICTORIA AND ALBERT": REPRESENTATIVE AIRCRAFT OF THE FLEET AIR ARM FLYING PAST THE KING, THE FINAL PHASE OF THE GREAT NAVAL REVIEW—UNFORTUNATELY CURTAILED OWING TO THE LOW CLOUDS.

Among the foreign warships present at the Naval Review general interest was chiefly centred on the German pocket-battleship "Admiral Graf Spee," a particularly impressive-looking armoured cruiser named after the famous Admiral who defeated Rear-Admiral Cradock at Coronel; the "Dunkerque," the French battleship, with a formidable armament consisting of eight 13-inch guns mounted in two quadruple turrets, which recently completed her trials; the "Marat," a 23,600-ton battleship, belonging to Soviet Russia, which was launched in 1911 and has a

main armament of twelve 12-inch guns in four triple turrets (her ensign bearing the hammer and sickle attracted a good deal of attention); and the modern Turkish destroyer "Kocatepe" (named after a victory gained by Kemal Ataturk), mounting four 4.7-inch guns and six torpedo tubes. At 5.40, after the Royal Yacht had moored, having completed her tour of the lines, three flights of aircraft representing the Fleet Air Arm flew past the King and dived in salute; but the second half of the flight was cancelled owing to the poor visibility.

TUSITALA—AND TALES TOLD.

BEING AN APPRECIATION OF

"THIS LIFE I'VE LOVED": By ISOBEL FIELD.*

(PUBLISHED BY MICHAEL JOSEPH.)

IT may be assumed that the majority will be attracted to "This Life I've Loved" by the realisation that Robert Louis Stevenson is the most magnetic figure in it—R.L.S. as vivacious, energetic, budding author met at Grez-sur-Loing; in Paris as "one Stevenson," a rising writer to be watched; in Monterey, as "The Amateur Emigrant," already much enamoured of beautiful Fanny Osbourne; ill in old San Francisco and there married to his Fanny; a different man on honeymoon at Silverado; the deserted mine on a mountain-top in Napa County; a visitor to his stepdaughter at Honolulu after he and all in the *Casco* might have perished had not the captain thumped the ship's mast in anger and found his fist sink into its rotten wood; rejoicing when no longer a shut-in invalid, "like a weevil in a biscuit," as he put it; playing the flageolet; flogging his pen until writer's cramp crippled his hand; boiling with rage at Sydney when neither his Island clothes nor his exotic baggage impressed an hotel manager; consulting the family as to the Father Damien letter and possible ruinous libel actions if it were published; again in Sydney, announcing that he had bought three hundred acres of land on an island called Upolu, one of the Samoan group; and at Vailima.

The only hope for Stevenson was to get back to the South Seas as quickly as possible. When he went aboard the trading schooner *Janet Nichol*, with his wife and his stepson, Lloyd, he was "laid out on a board, rolled like a mummy in a blanket, but he recovered as soon as warm weather was struck." Back in Sydney, on a business trip, he persuaded his stepdaughter to go to Samoa: "You and Lloyd are all the family I have," he said. "I want a home and a family, my family, round me."

Thus Mrs. Strong, as Belle Osbourne had become, went to Vailima and found it good, better even than Hawaii under the progressive, well-intentioned King Kalakaua. There, and quite evidently by right, R.L.S. was dominant, less by will than by circumstance, the gentle ruler of his household, headed by his wife Fanny, a pioneer at heart, practical and persevering, glad to carve a home out of the virgin forest; waited upon devotedly, almost devoutly, not only by his stepdaughter, but by the natives who joined the "clan," notably by Talolo, the perfect gentleman's gentleman and so much of a natural *ordon bleu* that a French bishop, peculiarly grateful for his soup, then and there absolved him from Purgatory; and by Sosimo, into whose arms he fell on the day of his death, to be buried on Mount Vaea, with the bronze thistle of the Thistle Club of Honolulu on the lapel of his velvet jacket.

Essentially the mildest mannered of feudal lords, R.L.S., guarded and encouraged by all about him, gave of his best, of his imagination, of his soul; loving and loved. For a while he was as well as he had ever been, writing in the mornings, entertaining and being entertained, paper-chasing at least once, riding and walking, careful of the estate, playing the "affable celeb-

erity," reading his new works aloud, inviting criticism, presenting his birthday, November the thirteenth, to little Anne Ide, daughter of the Chief Justice of Samoa, "as she was born, 'out of all reason,' on Christmas Day."

The flame flickered and it flared. At one time, a sick man with all his wit about him, he dubbed himself "Mr. Dumbly, a rose-garden invalid wreathed in sweet smiles," for he was forbidden to speak. He was in the middle of "St. Ives," Mrs. Field, then still Mrs. Strong, acting as amanuensis as he dictated smoothly and easily, always

giving "comma," "semi-colon," "period," and each letter of the words that were unusually difficult to spell; after interruption, "taking up a sentence just where he had left off, not missing a word."

It was then that his stepdaughter had an idea. "In my school days," she says, "when we were not allowed to whisper, I had learned to talk on my fingers, a sort of deaf-and-dumb alphabet. I suggested we used that medium and go on with *St. Ives*. Louis brightened with interest. He learned his alphabet in no time, and though it was slow work, he actually dictated in this way fifteen pages of *St. Ives*."

Well again, he continued normally—discarding "St. Ives," for "Weir of Hermiston," which he never finished. "Each morning I arrived eager to know what would happen to our hero that day. While Louis dictated, walking up and down, he quite unconsciously acted the part of his characters. He slouched as the drover, giving even the punctuation marks in a broad Highland accent. He tossed his head, as the old lady; and when he was *St. Ives* he put on a gallant swagger, twirled his moustache, and bowed as he dictated a florid compliment."



R.L.S. INDULGING IN A FAVOURITE PASTIME: ROBERT LOUIS STEVENSON PLAYING HIS FLAGEOLET AT WAIKIKI.

Photographs Reproduced from "This Life I've Loved" by Courtesy of the Publishers, Messrs. Michael Joseph.

This life I've loved is like a Christmas Tree.
Each day its branches bear new gifts for me,
All wrapped with love and tied with ribbons gay.
No wonder that my skies are seldom gray!

She was, in truth, born to the romantic. Her earliest recollections are of the stage coach, fear of hostile Indians, wonder at the friendlies who brought a husband's dried heart as consolation for his widow; her father's gold-mine at Reese River, Nevada. She was then about four and the men in camp treated her as a queen. Johnny Cracroft was her first friend. "Strangely enough, it was near my own cabin door, beside the trail the miners took going

and coming from work, that we struck 'pay dirt,' in the shape of several bright twenty-five-cent pieces. I dug them up myself. Then Johnny set up a stake with my name on it, proclaiming to all the world that this mine was the property of Belle Osbourne and dared anyone to pre-empt it. After that, every morning about ten o'clock I would start out armed with my pick and shovel, dragging my little wagon. It was exciting work. You never knew what you might find; an odd bit of bright mica, a piece of quartz speckled with gold, a little moss agate, a tiny bag of gold dust tied with string, and once a small bottle of quicksilver. My mother remonstrated with the passing miners when I brought home a bowie knife in an embroidered sheath. For many years I believed that money was dug up ready coined out of the earth—hadn't I proved it myself?"

Later, in Virginia City, there was a new chum—Billy Bird—who wore "the wide-skirted, narrow-waisted frock coat of the professional gambler, his boots immaculate, a diamond ring shining in his ruffled shirt," and was the only barber in the place. In his shop—and in his absence—Belle waited on "a young man in a long army coat with a wild shock of hair hanging over his shoulders and a huge beard that flowed down his chest." On his entry, she appealed to be allowed to show her skill with the shears. Gaily, the customer consented—with caution. "The man said I could cut his beard off to the third button of his coat, and his hair even with his collar." Billy was



WITH A MOST ENLIGHTENED MONARCH WHO HAD A COURT MODELLED ON EUROPEAN LINES: ROBERT LOUIS STEVENSON AND KALAKAUA, KING OF THE HAWAIIAN ISLANDS.

That to demonstrate the Robert Louis Stevenson element of "This Life I've Loved." It is not its only fascinating phase. When she was a child, Belle Osbourne's father bade her "learn to enjoy the moment. Yesterday is gone; to-morrow hasn't come yet. Realise the happy moment, live in it, appreciate it." She obeyed; and her wise, humorous, very human autobiography is proof of it. One cannot cram within these columns' space the very things that will enrich the air in libraries; but, at least, one can bid you turn "th' accomplishment of many years into an hour-glass" and watch the glitter of the sand as it falls, telling the years, the years to be envied, years of adventure, endeavour and accomplishment. Belle Osbourne has seldom been afflicted by the weariness of the world. Justifying her title, she quotes:

the spoil-sport! What chances for Shirley Temple! And what a chance for a spinster type in another incident—the impersonation of grim-faced, puritanical Granny Osbourne, who triumphed in a barn "Blue Beard," though the theatre was anathema to her. "With her face chalked white, her eyes rolled up, her thin hair gathered in a point to complete the illusion that her head was suspended from a nail, and bits of red flannel streaming at the neck to represent gore, it was no wonder that several of the audience howled with terror and one little girl fell over backwards off the bench."

Then, as the months passed, the Lincoln Grammar School, with a recitation of "Abou ben Adhem" as oasis in a desert of black marks, the adored Dancing Academy, her mother's marriage to Stevenson, home in a house that had come round the Horn, "in the belly of a ship," as Louis Stevenson wrote of it—the timbers cut, numbered and ready to set up, boyish love letters, High School, the School of Design in San Francisco, Antwerp, Paris and Julien's Atelier des Dames, with her mother as fellow student; and, in due time, the wedding with Joe Strong, the artist, studio labour and leisure, with hilarious calls from friends of kindred spirit, and, most to be remembered, a tea-party for Oscar Wilde, in whose honour San Francisco had burgeoned with sunflowers. "Bunthorne" made his entrance. "Oscar Wilde, looking very impressive, stood before us. . . . Without a word of greeting, he burst out: 'This is where I belong! This is my atmosphere!'" He took tea and he took punch; and, suddenly recognising that a lady against whom he had almost stumbled, and to whom he had apologised, was a life-sized female lay-figure, elegantly dressed, he gave a superb performance, "a conversation with 'Miss Piffle' that was a marvel of impromptu humour."

Then Honolulu, at first sight of which Joe Strong exclaimed, "I can't paint that! It is too crude. It is all done in primary colours"; Honolulu and the well-travelled Kalakaua, King of the Hawaiian Islands, his vivid personality, his imported and elaborate Court etiquette and his Coronation, when he surprised his guests at the State Ball by disclosing a Throne Room lit with electricity: "None of us had ever seen it before, and the effect after years of kerosene lamps and gas was magical." But then, he had a telephone system in Honolulu "long before it was in general use anywhere else in the world."

[Continued on page 1022.]

* "This Life I've Loved." By Isobel Field. (Michael Joseph, Ltd.; 15s.)

THE KING INSPECTING ONE OF THE BRITISH NAVY'S LATEST CRUISERS.



A ROYAL VISIT OF INSPECTION TO FOUR FLAGSHIPS ON THE DAY FOLLOWING THE CORONATION NAVAL REVIEW: HIS MAJESTY LEAVING ONE OF THE AFTER 6-INCH GUN TURRETS IN H.M.S. "SOUTHAMPTON."

Before leaving Portsmouth on May 21, the day after the Coronation Naval Review, the King inspected four flagships—the "Nelson" and "Queen Elizabeth," flagships of the Home and Mediterranean Fleets respectively, the "Dunedin," flagship of the Reserve Fleet, and the "Southampton," flagship of the 2nd Cruiser Squadron, flying the flag of Rear-Admiral T. F. P. Calvert. The procedure was the same in all. His Majesty, wearing the undress uniform of Admiral of the Fleet, was piped aboard, while a Guard of Honour of the Royal Marines presented arms and the ship's band played the National Anthem. During the inspection all ships

were dressed overall, and machines of the Fleet Air Arm flew in formation overhead. When the King left, the signal to "Splice the main brace" was made from the Royal Yacht. The "Southampton" was open to the public on the following Sunday (May 23). With her sister ship, the "Newcastle," she represents the latest type of British cruiser, of 9000 to 10,000 tons, with a speed of 32 knots, and mounting twelve 6-inch guns in four triple turrets. There will be eight other cruisers of this class. A four-page drawing showing interior detail and special features of the "Southampton" was given in our last issue.

THE RIDDLE OF THE MARKINGS ON MARS:

HOW THE PRESENT CLOSE APPROACH OF THE PLANET MAY HELP TO ELUCIDATE THEIR SIGNIFICANCE.

By G. F. MORRELL, F.R.A.S., F.R.G.S.; with drawings by the Author.

Mars was yesterday (May 28) at its closest to the earth and astronomers are everywhere taking advantage of this favourable opportunity to explore the surface of the planet. Ever since Schiaparelli's studies of the "canals" in the 'seventies, conjecture has been busy with the possibility that we have here evidence of the existence of rational beings outside the Earth. In this article the writer gives his views of the possible interpretations of the markings on Mars and outlines some fascinating possibilities.

MARS, the most interesting world, apart from our own, is now at its nearest to us and very much in evidence low in the south-east sky of an evening. It will be immediately recognised by its reddish light, appearing brighter than any star in that region and hanging like a danger signal in the high heavens. It is, however, 47,250,000 miles away, and after May 28 will begin to recede, as the Earth will be leaving Mars behind, so that in a month's time this celestial "danger signal" will be some five million miles further off and appearing not quite so bright.

Of all the many millions of worlds that are known to be whirling their several ways through the illimitable depths of space, Mars is the only one that comes sufficiently near to us to provide any objective details which can be seen and which may be regarded as *prima facie* evidence of beings who reason, and therefore of the existence of Mind in operation beyond our fair Earth. If this evidence can be sufficiently substantiated, an immense chasm will have been bridged, but the facts do not present themselves quite the same to all observers, for sight, instruments, and conditions vary, affecting just sufficiently the perception of such delicate detail as to make the all-important evidence a perennial subject for discussion.

As is well known, the amity of astronomical circles has been disturbed for over half a century by the problems presented by Mars, and by none more than the objective reality of straight lines. It is, however, significant that those who may be said to have studied Mars most, and under the best conditions, generally agree as to the actual existence of the straight lines on Mars, and that they are not merely aggregations of dots and rambling details which appear as straight lines due to subjective illusions of vision. The names of Schiaparelli, Lowell, Slipher, Hussey, Keeler, Stanley Williams, Phillips, Jarry Desloge, Pickering, and Fournier are known to many as experts who have no doubt of their existence.

It thus becomes a Martian geographical question, as one might say; its great significance being that, whereas Nature in her geographical handiwork always avoids the straight line, man always adopts it as the shortest and most

atmospheric steadiness: the planet would then be seen to exhibit details such as are shown in these typical pictures of the most striking aspects of Mars. The lightest portions, covering about three-fifths of the planet's surface, would exhibit an orange hue, except the intensely bright and white area at the Martian Pole. Elsewhere the shaded areas of the drawings would present varied tints, from deep bluish-grey over the darkest parts, while greenish-grey blending into brownish and white tints would follow one another over the light grey areas shown in the pictures. The variations in colour over these shaded portions would be found generally to accompany the changing of the seasons on Mars, except where whitish areas, sometimes of con-

in the southern hemisphere as is the case with the Earth. Moreover, they can be seen to encircle the polar regions of both planets in a remarkably similar manner, but with this difference: that they appear to be comparatively shallow on Mars and that little world's most coveted source of water-supply. The evidence consists of a gigantic deposit of either snow or ice which gathers during the long Martian winter alternately round one of the poles, at times covering an area some 3000 miles across. This melts considerably during the long Martian spring, and a growing mass of deep-tinted flood-water can be seen spreading toward the temperate regions as a dark patch encircling the diminishing white area. This flood-water spreads over large areas of the pale, indistinct regions to midway between the pole and equator, apparently replenishing the shallower portions of the more permanent deep-water areas such as the Syrtis Major. A decided darkening has been seen by many observers to take place over many regions, some of them very small and adjoining desert areas; this gradually assumes a greenish tint quite distinct from the bluish-grey and subsequently, much later in the seasons, becomes brownish, or just fades into indistinct whitish patches as autumn and winter progress.

Over the orange-tinted desert areas are relatively small dark patches, some a hundred miles or so in diameter and usually described as *Lacus* or *Palus*, having been once regarded as either lake or marsh. They undergo variations in tint, sometimes periodically vanishing, then becoming intense as with other vegetation areas. How the keen perception of Schiaparelli discovered in 1877 the so-called "canals" is now well-known history. The appearance of the more permanent of these faint streaks, which he regarded as channels of water, is indicated, together with their titles, on the accompanying drawings of Mars. Many of them are, according to Lowell, not more than ten miles wide, and he claims to have glimpsed many which could not be more than a mile wide; a distinctive and significant feature, according to his close scrutiny under most favoured conditions, being the regularity of their width for, in some cases, thousands of miles. He stresses also their straightness, curving only in conformity with the curvature of the planet's sphere. There are, however, doubters who still regard them as optical illusions caused by fortuitous groups of spots imparting the impression of lines.

The decisive factor which impresses the writer most is that these supposed illusory lines should persistently, in the testimony of so many observers, always extend from one geographical feature about which there is no doubt to another equally obvious geographical feature, and just where they would extend to were any terrestrial engineers, horticulturists, or massed allotment-holders endeavouring to convey a pipe-line, ditch, or trench to carry water from well-watered areas to less favoured regions, such as the oases or supposed lakes, and also to link up sundry cultivated regions with others across wide, arid belts. That such

channels, themselves doubtless very narrow and shallow, and therefore quite invisible, would fertilise by irrigation a relatively wide stretch of a few miles on either side, *en route*, is just what one would expect from



THE MARKINGS ON MARS, WHICH STILL PUZZLE ASTRONOMERS, THOUGH EVIDENCE THAT WILL HELP TO EXPLAIN THEM MAY BE OBTAINED DURING THE PLANET'S PRESENT PERIOD OF CLOSE APPROACH TO THE EARTH: A COMPLEMENTARY HEMISPHERE TO THAT ILLUSTRATED ON THE OPPOSITE PAGE.

In this drawing, as in that on the opposite page, the planet is seen inverted, with the North Pole downwards, as it appears in a telescope. In the above drawing the "Lacus Solis," known as the "eye of Mars," can be plainly seen near the upper edge of the disc.

siderable extent, would spread over portions of the planet and occasionally over the orange regions. These are the Martian clouds, mists, frost effects, and so on; they produce changing effects which are often confusing to observers and are omitted from the pictures. Nevertheless, sunny, cloudless skies appear to be general over most of Mars, and the observer has always some readily recognised, permanent features from which to take his bearings. For the scene is also constantly changing owing to the planet's rotation, features gradually appearing from round the west side of the disc and vanishing round the east side in the course of about twelve hours, Mars rotating once in 24 hours, 37 minutes and 23 seconds.

We may thus visualise the general aspect of Mars, but it is the wealth of detail when seen under good conditions that is so fascinating. The remarkable replica of geographical features such as many of us are familiar with as characteristic of the Earth is most impressive. The writer vividly recalls a few favoured occasions of remarkably good atmospheric conditions, when the obvious outlines of coasts, with their promontories, bays, islands, and isthmuses, left no doubt that it was land and water. The Syrtis Major, the most striking object on Mars, appeared like a gigantic La Plata, estuary, river, and adjacent coastline. The forked end of the Sinus Sabaeus suggested the twin estuaries of the Amazon and Rio Para perfectly, while the Margaritifer Sinus recalled the outline of the estuary of the St. Lawrence. The Isle of Hellas appears as a Martian Australia linked imperfectly by the Deucalionis Regio to the great continental masses of Aeria, Edom, and the rest to the north-east of it.

The accompanying pictures of the two hemispheres of Mars are shown inverted as they appear when observed through an astronomical telescope. Mars is there presented at the angle to which its northern polar cap and continental masses are tilted toward us this year. The leading details are as generally accepted by astronomers as being more or less permanent features, the outlines of the lightest or orange-tinted regions of the continents varying but slightly, and there is little doubt they represent, very largely, desert regions of reddish, iron-impregnated rock and sand, what appear to be sandstorms tending to confirm this; so such titles as Eden, Aeria, and Arcadia are very misplaced. It is the dim regions of mystery, with their succession of tints, suggesting in an astonishing way a succession of crops and then absence of crops, in conformity with the progress of the Martian seasons, that are of such interest; there is evidence even of two crops in the long Martian year of 687 days. Spring in the northern hemisphere lasts for 199 days and summer for 183; but it is now autumn there, the shortest season, with 147 days, winter with 158 days coming on. So, like the Earth, the summer "half" of the year on the northern hemisphere of Mars is longer than the winter "half," the reverse being the case for the southern hemisphere.

The water areas on Mars can be seen from the pictures, where they are shown in the darker shades, to predominate



WHERE MARS IS TO BE SEEN IN THE SKY: THE PRESENT POSITION OF THE PLANET BETWEEN THE CONSTELLATIONS LIBRA AND SCORPIO; THE DOTTED LINE SHOWING THE CURVED PATH TAKEN BY MARS THIS YEAR.

It will be seen that about August 26 Mars will be shining quite close to the giant red star, Antares, the largest known sun in the heavens, and these two rosy luminaries one above the other should present a splendid spectacle. The curved appearance of the path taken by Mars is due to perspective.

direct for his purpose. Now, as Mars appears to possess so many straight lines which take the shortest and most direct route between what has been found to be the most desirable areas for residence, so to speak, the inference would appear to be overwhelmingly in favour of the presence of thinking beings.

Let us look at Mars for ourselves, as if through a powerful telescope and under most favourable conditions of



WHAT WOULD BE SEEN IF THE EARTH POSSESSED TWO SUCH SATELLITES AS MARS, BESIDES THE MOON: AN IMAGINARY NIGHT SCENE SHOWING THE MOON BELOW, AND THE TWO LITTLE SATELLITES, PHOBOS AND DEIMOS, THE FORMER APPEARING TO RISE IN THE WEST AND SET IN THE EAST.

intelligent reasoning beings with communications in view, while they certainly would not go a roundabout way to do it.

Why, if there are no minds in operation on Mars, "spots" should, of their own accord, assemble at estuaries and spread themselves fortuitously in apparently straight lines by the shortest cut to another water inlet or something of the kind, appears to be the kernel of a question difficult to answer without supposing the intervention of a directing Mind. So the rosy Mars continues to be a fascinating astronomical—and philosophical—problem.

THE PUZZLE OF MARS: THE "CANALS"; A TERRESTRIAL COMPARISON.

DRAWINGS BY G. F. MORRELL, F.R.A.S., F.R.G.S.



ASPECTS OF MARS, NOW AT ITS CLOSEST PROXIMITY TO THE EARTH: THE FACE OF THE PLANET WITH "CANALS" AND "SEAS" (ABOVE); THE ORBITS OF THE SATELLITES; AND MARS COMPARED WITH THE EARTH.

Yesterday (May 28) Mars approached its closest to the earth. It was then some 47,250,000 miles away, and it has not been so close since 1926. It rises in the south-eastern sky and sets in the south-west. The curiously curved path of the planet in the heavens is shown in one of the illustrations on the opposite page. In the course of this it passes by Antares, whose name (Anti-Ares) means "rival of Mars"; and these two big rosy luminaries will blaze side by

side. But, while Mars is a planet smaller than the earth, its apparent rival is in reality a colossal sun measuring 360 million miles across, according to measurements taken at Mount Wilson. Of course, its distance from the earth is immensely greater than that of Mars. In the upper illustration on this page is seen a hemisphere of Mars as presented towards us at the present time, tilted so that only the Northern Polar Cap is showing, and inverted, as in a telescope.



THE WORLD OF SCIENCE.



CATASTROPHES IN NATURE.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

OUR newspapers are constantly recording tales of disaster, at sea and on land, in the form of fires or floods or explosions, wherein the toll of life is heavy. In such cases, however, no account is generally taken of other than human lives. But I am thinking now of disasters in no way associated with man or his activities.

were quickly buried, there to remain till another upheaval raised the floor of that ancient sea till it became dry land!

But these are by no means the only cases of the sudden death of hosts of marine fishes, for there are other slabs packed with the bodies of such victims to be seen in this Museum. And we have evidence of death on a vast scale among fishes in our own time, as, for example, in the case of the "tile-fish" (*Lopholatilus*), which, nearly sixty years ago, was abundant off the coast of southern New England, and formed an important fishery. Then, in 1882, after a severe gale, millions were found floating at the surface for a distance of 300 miles from north to south, and 50 miles from east to west. It has been calculated that, at the lowest estimate, as many as 438 millions were thus scattered over the surface. This appalling disaster was, apparently, caused by a change in the temperature of the water. They haunted the depths below the normal level of the Gulf Stream: whether they were forced up into it, or whether the level of this current descended, and so brought about death and destruction to a species attuned to a water of a low temperature, there is no evidence to show. But a remnant of this tribe apparently escaped destruction, for: during recent years, a number of living specimens have been taken.

I turn now to another case of the ruthlessness of Nature; this time furnished by a block of Lower Pliocene marl from Pikermi, Greece. This shows remains of the extinct three-toed horse, *Hipparion* (Fig. 1). The hind-leg is nearly complete, and shows clearly the side-toes, now absent in the modern horse. Other portions of the skeleton, as well as bones of antelopes and birds, are embedded here. It may be assumed that here, again, we have a case of sudden destruction and rapid burial, for the ligaments holding the separate bones of the ankle-joint, and toes, had not time to decay and so separate these different elements of the skeleton. In the Island of Samos there is an extensive bone-bed, also of Lower Pliocene age, which shows evidence of the destruction of herds of quadrupeds apparently destroyed by a fall of volcanic dust from some neighbouring eruption. Volcanic dust, indeed, in many parts of the world, in different ages, has been a fruitful cause of destruction to animal life. What are known as the "Santa Cruz beds" of Patagonia, have yielded a marvellous collection of mammals now extinct, and from the position of the bones there is good reason to believe that many of these victims were buried alive. The frequency and intensity

lava-flows and beds of ash and tuff. But plant-life in this area suffered no less severely, for here the remains of no fewer than seven forests, piled up one above the other, have been found, the petrified trunks still standing.

That epidemics may sweep away hosts of animals in a surprisingly short time, is shown in the case of the rinderpest which swept through British East Africa some years ago, destroying vast herds of buffaloes and great numbers of giraffes and gnus. Drought, in the past no less than to-day, is another terrible agent of destruction. Its gruesome accompaniments help us to interpret the causes, which, in some cases at any rate, have brought about the vast accumulation of fossilised bones of land-animals which have been found in various parts of the world. Thus Darwin tells us of the effects of the great drought which devastated Buenos Aires just before his visit there. For three years there had been no rain. "The lowest estimate of the loss of cattle in the province of Buenos Aires alone was taken at one million head. . . . Cattle, in herds of thousands, rushed into the Parana and, being exhausted by hunger, they were unable to crawl up



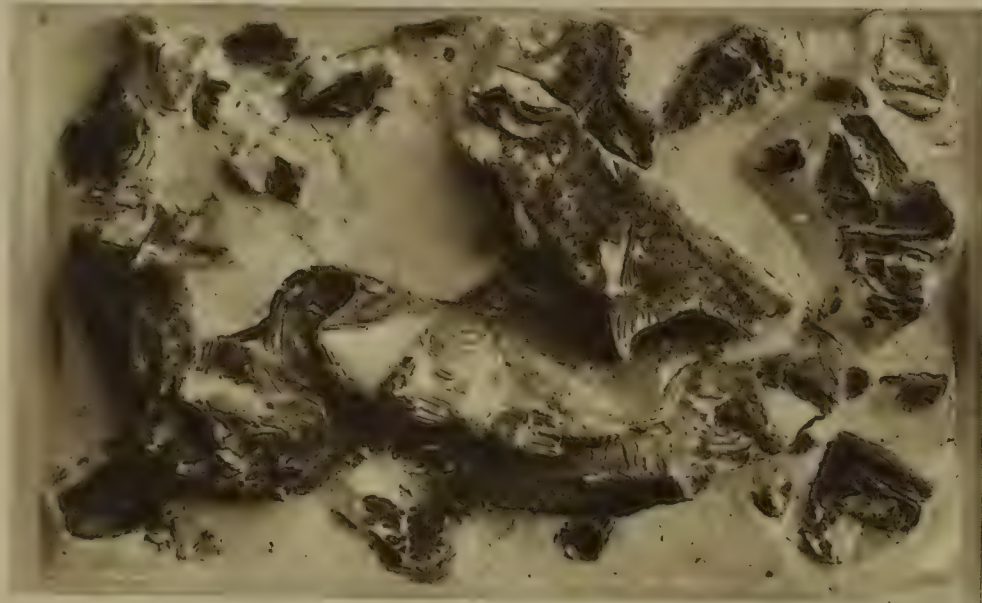
1. CROWDED WITH THE BONES OF THE EXTINCT THREE-TOED HORSE, *HIPPARION*, ANTELOPES AND BIRDS; PART OF A BLOCK OF LOWER PLIOCENE MARL, FROM PIKERMI, GREECE, IN WHICH THE LOWER PORTION OF THE HIND-LEG OF THE HORSE, SHOWING THE SIDE-TOES, IS CLEARLY SEEN.

And these are generally on so vast a scale as to merit the term "catastrophes." Fortunately, such occurrences are rare, but they can be traced back for millions of years before the advent of man on the earth. The only records they have left are the bodies of their victims, now hardened into stone. Such happenings, however, have extended, sporadically, from these remote ages into historic times, as witness the overwhelming of Pompeii, and the devastation caused by pestilence, both among the beasts that perish and man himself.

One of the earliest known instances of such "catastrophes" is furnished by certain primitive fishes, *Holoptychius flemingi* (Fig. 2). In the British Museum of Natural History is a portion of a large slab showing part of a great shoal of these fishes which had evidently been suddenly killed and quickly buried. They are peculiarly interesting, not merely because of the manner of their death—perhaps by some volcanic eruption in the floor of the sea—but also because they present us with very primitive types of fishes, paddle-finned, round-bodied, with an armoured head, overlapping bony scales, and very little hardened bony skeleton. They are regarded as nearly related to the first swamp-dwelling animals which breathed by lungs. They carry us back to the Upper Old Red Sandstone of Dura Den, in Fifeshire. Tens of thousands of years later, a similar fate overtook another shoal of fishes, *Holoptychius superbus* (Fig. 3), shown in the adjoining photograph from a portion of a slab of chalk from Kent, now in the Natural History Museum. For these two, fine photographs I am indebted to the Museum. They belong to that group of spiny-finned fishes known as the Berycoids, found in our seas to-day. Their gaping mouths show that they died in water, probably at, or near, the surface of the sea, as a result of a sudden deprivation of oxygen, and sinking down into the slimy ooze,



2. PROBABLY DESTROYED BY SUBMARINE VOLCANIC ACTIVITIES: A SLAB OF UPPER OLD RED SANDSTONE FROM DURA DEN, FIFESHIRE, WITH THE REMAINS OF THE PRIMITIVE FISH, *HOLOPTYCHUS*, EMBEDDED IN IT.



3. CONTAINING THE BODIES OF AN EXTINCT FISH, *HOLOPTERYX SUPERBUS*, WHOSE GAPING MOUTHS SUGGEST A SUDDEN DEATH FROM LACK OF OXYGEN IN THE WATER: A PORTION OF A SLAB OF CHALK FROM KENT.—[Photographs Reproduced by Courtesy of the British Museum (Natural History).]

of such eruptions is nowhere more emphasised than in the case of the Yellowstone Park, now the famous American game-preserve. Here was piled up to a thickness of several thousand feet a mass of volcanic material in the form of

the muddy banks, and thus were drowned. The arm of the river that runs by San Pedro was so full of patrid carcasses that the master of a vessel told me that the smell rendered it quite impassable. Without doubt, several hundred thousand animals thus perished in the river . . . and many in all probability were deposited in the estuary of the Plata."

That sudden changes of temperature may work great destruction among marine animals I have already shown in the case of the tile-fish. But something may well be said on this head in regard to our own seas. Thus Mr. Douglas Wilson tells us of the intense cold of February 1855, when, in the Firth of Forth, the trough-shell and razor-shells were strewn in thousands on the beach; while, in the winter of 1904-5, hundreds of tons of cockles were destroyed, and in the North Sea the trawlers brought up large quantities of dead fish, chiefly soles, brill, cod, conger and plaice. But a rise in temperature, he tells us, may be no less disastrous, as during the hot summer of 1933, when vast numbers of cockles were destroyed in Morecambe Bay and the Dee estuary.

Floods can be as destructive of life as droughts; and they have preserved for us precious relics of their violence. Witness the twenty-nine skeletons, crowded together, of that giant reptile, *Iguanodon*, found in a coal-mine in Bernissart, Belgium.

THE EMPIRE DAY AND CORONATION THANKSGIVING SERVICE IN ST. PAUL'S.



THE KING AND QUEEN RETURNING FROM ST. PAUL'S AFTER THE EMPIRE DAY AND CORONATION THANKSGIVING SERVICE : THEIR MAJESTIES IN AN OPEN LANDAU, INSTEAD OF A CLOSED CAR, WITH PRINCESSES ELIZABETH AND MARGARET.

On Empire Day, May 24, the King and Queen, accompanied by their daughters, Princess Elizabeth and Princess Margaret, drove from Buckingham Palace to St. Paul's to attend the Empire Day service, which was also a service of Thanksgiving for the Coronation. It had been originally arranged that they should travel in a closed car, but, as the weather proved to be fine and warm, with brilliant sunshine, his Majesty decided to use an open landau instead. The King was in morning dress, and there was no State procession. The route

followed was down the Mall, across the Horse Guards Parade and through the Horse Guards Arch, then by way of Whitehall Court and Whitehall Place into Northumberland Avenue, and thence along the Victoria Embankment to New Bridge Street and up Ludgate Hill to the Cathedral. Large crowds gathered in the streets and gave their Majesties and the young Princesses a very hearty welcome as the royal carriage passed by. This close-up photograph gives a particularly happy glimpse of Queen Elizabeth.

THE EMPIRE DAY AND CORONATION THANKSGIVING SERVICE IN ST. PAUL'S.



ALAKE OF ABOKUTA, SOUTHERN NIGERIA, UNDER HIS CEREMONIAL UMBRELLA, LEAVING ST. PAUL'S.



QUEEN MARY CHATTING WITH THE BISHOP OF LONDON AFTER THE SERVICE.



PRINCESS ELIZABETH AND PRINCESS MARGARET WALKING UP THE STEPS OF ST. PAUL'S.



PRINCESS ELIZABETH SHAKING HANDS WITH THE BISHOP OF LONDON, WITH PRINCESS MARGARET STANDING BY.



THE DUCHESS OF KENT (RIGHT) TALKING TO THE DUCHESS OF GLOUCESTER.



THE LORD MAYOR ON THE STEPS OF ST. PAUL'S AFTER THE SERVICE.



MR. BALDWIN ON THE STEPS OF ST. PAUL'S.



THE PRINCESS ROYAL AND LORD HAREWOOD ESCORTED BY THE LORD MAYOR (SIR GEORGE BROADBRIDGE) LEAVING ST. PAUL'S.

OUTSIDE ST. PAUL'S CATHEDRAL BEFORE AND AFTER THE GREAT THANKSGIVING SERVICE HELD ON EMPIRE DAY: PERSONALITIES PRESENT, INCLUDING ROYALTY, CLERGY, STATESMEN, AND A PICTURESQUE AFRICAN POTENTATE.

These snapshots taken outside St. Paul's, on May 24, show some of the leading personalities present at the Empire Day service. Besides the King and Queen and their daughters, Princess Elizabeth and Princess Margaret, there were twenty other members of the Royal Family, including Queen Mary, the Duke and Duchess of Gloucester, the Duke and Duchess of Kent, the Princess Royal and Lord Harewood. When their Majesties arrived, they were greeted on the steps of St. Paul's by the Lord Mayor of London, Sir George Broadbridge, who later, as they entered the Cathedral, carried the Pearl Sword, which during the service

lay on a table before them, as shown in our double-page drawing. After the service the Lord Mayor again carried it before the King and Queen as they left. In the procession entering the Cathedral Queen Mary walked behind them, with the young Princesses, and then came the Bishop of London and the Deans, who had welcomed their Majesties on their arrival at the West Door. The photographs of Mr. Baldwin and Mr. Neville Chamberlain have special interest in view of current Ministerial changes. A picturesque note was added to the scene by the presence of a Nigerian native potentate with his ceremonial umbrella.

THE EMPIRE DAY AND CORONATION THANKSGIVING SERVICE IN ST. PAUL'S.



AN OCCASION THAT AFFORDED LONDON THE BEST VIEW OF THE KING AND QUEEN AND THE YOUNG PRINCESSES :
THE UNCEREMONIOUS DRIVE TO AND FROM ST. PAUL'S—THE ROYAL CARRIAGE RETURNING DOWN LUDGATE HILL.

In its informality, their Majesties' drive from Buckingham Palace to St. Paul's and back on Empire Day, May 24, formed a strong contrast to the pageantry of the Coronation processions. The only escort for the royal carriage consisted of six mounted policemen and two scarlet-coated outriders on white horses, and, as shown in our illustration, the route was lined by police. The fact that, owing to the brilliant weather, an open landau was used, instead of a closed car as previously arranged, proved a great advantage to the crowds, who thus obtained the clearest view of their Majesties that had yet been possible. The carriage was

drawn by four of the eight Windsor greys that drew the State Coach at the Coronation. Facing the King and Queen in the landau were their daughters, Princess Elizabeth and Princess Margaret. The above photograph shows the carriage descending Ludgate Hill on the return journey just after leaving St. Paul's, seen in the background. The second carriage contained officials of the Royal Household. The same route was followed as that by which their Majesties had driven to the cathedral (noted on a previous page), and, as before, the people thronging the streets welcomed them with the utmost enthusiasm.

THE EMPIRE DAY AND CORONATION THANKSGIVING AT

DRAWN BY OUR SPECIAL ARTIST IN



"THE BRITISH EMPIRE HAS ITS PLACE IN THE PROVIDENTIAL SCHEME": THE KING AND QUEEN, EVER SEEN IN THE CITY, LISTENING TO THE SERMON PREACHED BY THE

The congregation at St. Paul's for the Empire Day Service and Coronation Thanksgiving, on May 24, was the most representative Empire gathering ever seen in the City. Out of some 4000 people present more than 1400 came from overseas. Besides their Majesties and twenty-two other members of the Royal Family, there were the Prime Minister and most of the Cabinet, with the Prime Ministers, High Commissioners and other representatives of the Dominions, India, and the Colonies. Seated in the centre

foreground of our drawing are seen (from left to right) Princess Elizabeth, the Queen, Princess Margaret, the King, and Queen Mary. In the next row are others of the royal group, which included the Duke and Duchess of Gloucester, the Duke and Duchess of Kent, the Princess Royal and Lord Harewood, Princess Alice Countess of Athlone and the Earl of Athlone. Laid on a table in front of their Majesties is the City's Pearl Sword, which was borne in procession before them by the Lord Mayor as they entered

ST. PAUL'S: ROYAL WORSHIPPERS "IN THE VAST CATHEDRAL."

ST. PAUL'S, HENRY C. BREWER, R.I.



WITH THE MOST REPRESENTATIVE CONGREGATION FROM OUR COMMONWEALTH OF NATIONS ARCHBISHOP OF YORK—THE INTERIOR OF ST. PAUL'S ON A HISTORIC OCCASION.

and left the Cathedral. For the first time during an Empire Day service in St. Paul's there were hung in the transepts the banners of the King, Emperor and the Dominions, placed there to commemorate in perpetuity the Silver Jubilee of King George V. and his State visit to the national thanksgiving on May 6, 1935. The scene in St. Paul's on May 24 was one of impressive simplicity contrasting with the colour and splendour of the Coronation. The first lesson was read by the Premier of Canada,

Mr. Mackenzie King, and the second by the Moderator of the Evangelical Free Churches, the Rev. M. E. Aubrey. In the course of his sermon, the Archbishop of York said: "If we believe at all in the Divine Providence, we cannot doubt that so great and distinctive a fact as the British Empire has its place in the providential scheme. . . . That is the relation of the Divine Kingdom to the kingship lately hallowed in the Abbey Church of Westminster and to the Commonwealth of Nations represented here to-day."

THEIR FIRST VISIT AS KING AND QUEEN: THEIR MAJESTIES AT CHELSEA.



THE KING AND QUEEN AT THE ROYAL PRE-VIEW OF THE CHELSEA FLOWER SHOW: IN THE ROCK GARDENS WHICH ARE A FEATURE OF THE WORLD'S MOST FAMOUS HORTICULTURAL "SIGHT."

The great Spring Show of the Royal Horticultural Society in the Royal Hospital Gardens, Chelsea, has long been favoured with royal interest. King George V. and Queen Mary invariably visited it before it was opened to the members of the Society or to the public. This year King George VI. and Queen Elizabeth carried

on this custom, and, on Tuesday, May 25, paid their first visit to the Show as King and Queen. Lord Aberconway, President of the Society, had the honour of escorting their Majesties round the tents and outdoor exhibits, which they examined closely. Queen Mary and others of the royal circle also attended.



LOOKING OVER ROMNEY MARSH TOWARDS THE SEA: THE WEST GARDEN AND LILY-POOL AT PORT LYMPNE.



LOOKING FROM THE HOUSE ACROSS THE WEST GARDEN: THE MAGNOLIA AVENUE—GIVING SPACIOUSNESS TO THE FORMAL GARDEN.

SUMMER'S PALETTE: THE GARDENS AT PORT LYMPNE—BY COLOUR PHOTOGRAPHY.

Besides Trent Park, whose gardens were illustrated by means of natural-colour photography in our issue of May 16, 1936, Sir Philip Sassoon, Under-Secretary of State for Air, has another country seat, Port Lympe. Here, in summer, the formal gardens rival in beauty those at Trent Park,

and the flower-beds are a mass of colour. Behind the house lies the airport; and the fine view over Romney Marsh can be seen in the top picture. Sir Philip has had a long Parliamentary connection with this part of the country, as he has been Member for Hythe since 1912.



Everything you've wanted in a car



THERE are several cars that can reach high speeds quickly. And a few with Independent Springing. Lots of cars, too, have hydraulic brakes and built-in luggage boots; others have adjustable steering columns. But only the new Vauxhall 25 h.p. gives you *all* these features—for as little as £298.

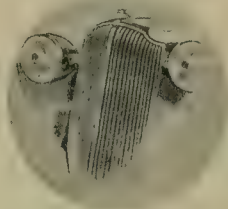
This "25" does its eighty—if you want it to—smoothly and quietly. Its acceleration is very rapid, its road-holding a joy. Independent Springing insulates its passengers from road shocks and jolts and, with the added comfort of No-Draught Ventilation and "Body Conformity" front seats, provides the most restful ride in motoring. Its "double-safety" hydraulic brakes are smooth and very powerful.

It has ample head, leg and elbow room for five people. Its lines, coachwork and quality of finish are such as you would expect only in a car costing very much more than £298. If this sounds like the car for *you*, ask your local dealer for a trial run. Or write for catalogues to Vauxhall Motors Ltd., Luton.

Other models, Tickford Drophead Coupe, £365, Wingham Drophead Cabriolet, £400, Grosvenor Sports Saloon, £345, Grosvenor 7-Seater Limousine, £575. If you want a smaller car, with the most of the above features, try a Vauxhall 12 or 14 h.p. Saloons from £195.

The New VAUXHALL 25 h.p. WITH INDEPENDENT SPRINGING

Vauxhall No-Draught Ventilation gives you fresh air without draughts.



The famous radiator and fluted bonnet have always distinguished Vauxhall cars.



There's lots of luggage space in the capacious trunk with a separate sparewheel compartment.

DESIGNED TO MEET WORLD COMPETITION

NOTABLE PEOPLE IN THE PUBLIC EYE:



SIR ALEXANDER GRANT, BT.

The Scottish philanthropist. Died May 21; aged seventy-three. Rose to be general manager in a well-known firm of Scottish biscuit manufacturers and, later, acquired a controlling interest in the concern. He was a very old friend of Mr. Ramsay MacDonald. His benefactions included gifts to help in the reconstruction of the Advocates Library at Edinburgh, and to Edinburgh University.



A LEADER OF RUSSIA'S ARMED MIGHT: MARSHAL VOROSHILOV, COMMISSAR FOR DEFENCE, SALUTING AT THE MAY DAY PARADE.

The recent changes and reshuffling of posts among high officials in Soviet Russia have brought out the importance of the Red Army, which has undoubtedly increased greatly in efficiency and strength of recent years. Voroshilov, besides being Commissar for Defence, is one of the five "Marshals of the Soviet Union."

PERSONALITIES AND EVENTS OF THE WEEK.



GENERAL ISMET INÖNÜ.

Turkey paid an unusual compliment to this country in sending, as her special envoy to the Coronation, no less a person than her Prime Minister, General Ismet Inönü. He was accompanied by an Admiral and a General. When, recently, surnames were assumed by Turks, General Inönü took his from the name of a victory won by him in the Turkish War of Independence.



THE MAHARAJA OF ALWAR.

The Maharaja of Alwar, who died in Paris on May 19, was exiled from his state by the Paramount Power in 1933, following a disturbance among Moslem cultivators, who revolted against very heavy taxation. He attended the first and second sessions of the Round Table Conference in London.



DR. S. H. LANGDON.

Professor of Assyriology in the University of Oxford since 1919. Died May 19; aged sixty-one. He will be remembered chiefly for his discoveries at Nippur, notably of a pre-Semitic account of the Deluge and the Fall of Man. Contributed a number of articles to "The Illustrated London News."



THE DEATH OF "THE RICHEST MAN IN THE WORLD": THE LATE MR. JOHN D. ROCKEFELLER, SENIOR, THE AMERICAN MULTI-MILLIONAIRE AND PHILANTHROPIST.

Mr. John D. Rockefeller, Senior, died on May 23; aged ninety-seven. His fortune was made from the operations of big American Trusts, notably Standard Oil. His benefactions were on an equally great scale—amounting to perhaps £150,000,000; and included the foundation of great benevolent institutions.



THE DUCHESS OF KENT HONOURS THE WEST KENT REGIMENT: H.R.H. PRESENTING A SILVER BUGLE TO THE DUKE OF KENT, THE COLONEL-IN-CHIEF.

When the Duke and Duchess of Kent paid their visit to the Royal West Kent Regiment (an event illustrated below) her Royal Highness took part in the presentation of a silver bugle to the regiment in commemoration of the Coronation, handing it to the Duke, who then presented it to the commanding officer.



THE DUKE OF KENT'S VISIT TO THE WEST KENT REGIMENT: HIS ROYAL HIGHNESS, THE COLONEL-IN-CHIEF, TAKING THE SALUTE; WITH THE DUCHESS ON HIS LEFT.

The Duke and Duchess of Kent flew from London to Lympne on May 22 in order to visit the 2nd Battalion, the Queen's Own Royal West Kent Regiment, of which the Duke is Colonel-in-Chief. They were received at the aerodrome by Lieut.-Col. W. V. Palmer, commanding the regiment, and at Shorncliffe by Lord Cornwallis, President of the Association of Men of Kent and Kentish Men. Here they watched the ceremony of trooping the colour by the battalion, the Duke taking the salute.



A ROYAL VISITOR TO THE CHELSEA FLOWER SHOW: H.M. QUEEN MARY BEING CONDUCTED ROUND BY LORD ABERCONWAY.

The Chelsea Flower Show was visited by a number of members of the Royal Family on May 25. These included their Majesties the King and Queen (a picture of whom is on another page), the Duke and Duchess of Gloucester, Queen Mary (who celebrated her seventieth birthday on May 26), the Princess Royal, and the Queen of Norway, as well as Princess Alice and the Earl of Athlone.

"A FIELD DAY IN 1829" AT THE 1937 ROYAL TOURNAMENT:

DRAWN BY OUR SPECIAL



AT OLYMPIA: THE HONOURABLE ARTILLERY COMPANY CELEBRATING THE FOUR HUNDREDTH

The Historical Display at the Royal Tournament (May 27-June 12) is being given by the Honourable Artillery Company, which celebrates this year the four-hundredth anniversary of its incorporation, by Royal Charter of Henry VIII., as the Fraternity, or Guild, of Artillery of Longbows, Crossbows and Handguns, a title later simplified into Artillery Company. The prefix "Honourable" was first used as a courtesy title in 1665 and was officially confirmed by order of Queen Victoria in 1860. The episode presented is

entitled "A Field Day in 1829"—the last year in which the H.A.C. wore their own distinctive uniforms, for in the following year they were granted, by William IV., the privilege of wearing the same uniform as the Grenadier Guards, substituting silver lace for gold. The Regiment marches into the Arena in the uniform of the period and is represented by Artillery, Grenadiers, Light Infantry, and Yagers. It halts in column and the Yagers are sent to skirmish ahead, in order to make contact with the enemy. The Yagers are

THE H.A.C.'S 400TH ANNIVERSARY HISTORICAL DISPLAY.

ARTIST C. E. TURNER.



ANNIVERSARY OF ITS INCORPORATION BY DEMONSTRATING THEIR TRAINING AS IT WAS IN 1829.

then supposed to have located them and retire at the double, covered by the Light Infantry. Later, the guns open fire. This part of the exercise concluded, the Colours are marched off and the troops fall out, but are immediately recalled by the order "Form Rallying Square." This manoeuvre was frequently practised when dismissing troops from parade, in order to accustom them to rally quickly if attacked by cavalry when not in formation. The Regiment then forms up and marches past in review order. The drawing

shows the Yagers between the gun in the left foreground and the infantry in the background. The covering Light Infantry, on the right, kneel and open fire on the assumed enemy. The gunner on the left is ramming home the charge in preparation for artillery fire. In the middle background the infantry, carrying the Colours, stand in support, loading firelocks. The pikes are carried by the sergeants. Daylight is screened, or "blacked out" at Olympia: all performances take place in artificial floodlighting.

THE PARIS EXHIBITION OFFICIALLY OPENED.



A RIVER PROCESSION ON THE SEINE: THE PRESIDENTIAL LAUNCH AND OTHERS PASSING THE EXHIBITION BUILDINGS, INCLUDING (IN RIGHT BACKGROUND) THE SOVIET PAVILION, SEEN ALSO IN THE PHOTOGRAPH BELOW.



AS SEEN BY PRESIDENT LEBRUN, WHO PERFORMED THE OPENING CEREMONY: FOUNTAINS PLAYING IN THE EXHIBITION GROUNDS, AND THE SOVIET PAVILION SURMOUNTED BY TWO GIGANTIC FIGURES BRANDISHING THE HAMMER AND SICKLE.



ON THEIR WAY FROM THE NEW TROCADERO BUILDINGS TO EMBARK ON THE SEINE: PRESIDENT LEBRUN (SEEN IN FRONT BETWEEN THE SECOND AND THIRD SOLDIER FROM THE RIGHT) AND THE OFFICIAL PARTY.

The great Paris Exhibition, which already bids fair to be one of the most impressive and spectacular of its kind, was officially inaugurated on May 24 by M. Lebrun, President of the French Republic. On arrival at the entrance of the new Trocadéro Palace, the President was received by M. Léon Blum, the Premier, with all his colleagues, the Diplomatic Corps, and distinguished visitors. After an inspection of the guard of honour, the whole party, numbering about 500, proceeded between lines of khaki-clad soldiers and Republican Guards to the lower terraces, and so to the Seine for a tour of the Exhibition by water. The President crossed the Pont d'Iéna and embarked in a motor-launch, which, preceded by an escort of five naval launches, led a river procession to the Ile des Cygnes, on which stand the Colonial Pavilions, and returned up-stream to a landing-stage beside the Grand Palais, in which the inaugural ceremony took place. In his speech the President expressed the hope that the Exhibition, in which forty nations are participating, would promote the cause of international peace.

IMPERIAL EVENTS AND A SEA-DISASTER.

Cape Town was visited recently by fifty diminutive Bushmen, led by Mr. Donald Bain, who is supporting the tribe, in an endeavour to persuade the Government to permit them to hunt for food in the game preserve. The scantily clothed natives caused considerable comment, and, in the South African Parliament, General Smuts urged that they should be preserved, as they were the oldest race on earth.—On May 13 H.M.S. "Hunter" was patrolling the Spanish coast for non-intervention purposes when she struck a mine some five miles off Almeria. Eight men were killed and fourteen injured in the explosion, which wrecked the engine-room. The Spanish Government destroyer "Lazaga" went to her assistance and towed her into Almeria. Later she was towed stern first to Gibraltar.—This year the St. John Ambulance Brigade is celebrating the Jubilee of its formation. On May 22 H.M. the Queen, as Commandant-in-Chief of the Nursing Corps and Divisions, an appointment accepted when she was Duchess of York, reviewed contingents in Hyde Park. These represented every country in which the Brigade is actively engaged.



ON THEIR WAY TO PARLIAMENT: BUSHMEN—"LIVING FOSSILS"—LED BY MR. DONALD BAIN, VISITING CAPE TOWN IN ORDER TO OBTAIN PERMISSION FROM THE GOVERNMENT TO KILL GAME FOR FOOD.



SHOWING THE DECK LITTERED WITH PARTS FROM THE ENGINE-ROOM: THE SEAT OF THE EXPLOSION WHEN H.M.S. "HUNTER" STRUCK A MINE OFF THE COAST OF SPAIN; WITH THE LOSS OF EIGHT LIVES.



MARCHING PAST H.M. THE QUEEN: NURSES OF THE ST. JOHN AMBULANCE BRIGADE SALUTING AS THEY PASS THE DAIS DURING THE REVIEW IN HYDE PARK.

BASQUE CHILDREN ESCAPE FROM THE HORRORS OF WAR: 4000 CHILD REFUGEES UNDER CANVAS IN ENGLAND.



WITH THEIR FEW POSSESSIONS DONE UP IN BUNDLES BEARING NAME AND NUMBER: TYPICAL REFUGEE BASQUE CHILDREN BROUGHT TO ENGLAND IN THE "HABAÑA."



SOME A LITTLE FEARFUL, WHILE OTHERS CHEER WILDLY: THE SCENE ON BOARD THE LINER "HABAÑA" AS SHE DOCKED AT SOUTHAMPTON, WITH FOUR THOUSAND BASQUE CHILDREN ABOARD, AFTER AN UNEVENTFUL JOURNEY FROM BILBAO.



ENJOYING THEIR FIRST MEAL IN CAMP AT NORTH STONEHAM, NEAR SOUTHAMPTON: BASQUE GIRLS, MANY OF WHOM TASTED WHITE BREAD FOR THE FIRST TIME, BECOMING ACCUSTOMED TO THEIR NEW SURROUNDINGS.



CONTENTED AND RAPIDLY LOSING THEIR FEAR OF AIR-RAIDS IN THE EXCITEMENT OF CAMPING: BASQUE CHILDREN AIRING THEIR CLOTHES IN THE CAMP AT NORTH STONEHAM, WHERE THEY WILL STAY FOR SEVERAL WEEKS.



GRAVE FACES WHICH TELL THEIR OWN STORY OF THE FEAR IN WHICH THEY LIVED: CHILDREN, CHOSEN WITHOUT DISCRIMINATION FROM ALL CLASSES IN BILBAO, WAITING TO LAND FROM THE "HABAÑA" AT SOUTHAMPTON.

The evacuation of children, old men and women from Bilbao, in order to save these helpless non-combatants from air-raids and shelling, has met with almost universal approval, although it has been called by General Franco "a Russian ruse to get rid of the population so as to wreak destruction in the city." France has already proved an asylum for many thousands, and the National Joint Committee for Spanish Relief arranged to evacuate 4000 children to England. The Spanish Compania Transatlantica liner "Habaña" was commissioned to take them to Southampton, where she arrived on May 23. Meanwhile, volunteers had prepared a camp at North Stoneham, seven miles from the city, where the children will be housed until other arrangements are made. After a rigorous medical inspection on the ship the children

were driven to the camp. All along the road they were presented with chocolate and fruit by sympathisers. At first the children seemed homesick, but their interesting surroundings made them forget this and it was only when an occasional aeroplane passed over that they gave signs of the strain under which they had been living. The food, prepared by Spanish cooks, is being supplemented by milk, oranges, and chocolate, by arrangement with the Milk Marketing Board and as gifts from individual firms. Other firms are presenting clothing and boots. Eventually, 1400 children will be cared for by the Salvation Army; while others will go to Lambourn and Worthing and to the old Scarborough Hospital, which has been rented by the National Joint Committee.

BOOKS OF THE DAY.

IN these days of national rejoicing, it goes against the grain to evoke the spectre at the feast by discussing books on war, but that happens to be my task this week, however uncongenial, and I always like to emulate the principle of Captain Reece, R.N.—"It is my duty, and I will." Perhaps, after all, this sombre theme is in keeping, by antithesis, with the spirit of the time, when we remember the King's words, in his broadcast message to the Empire, on friendship with all nations and "the cause of peace and progress." That great ideal, no doubt, was an underlying motive of the Coronation pageantry and the Naval Review. They were a gesture to the world that there is life in the old lion yet, and unanimity among the peace-loving nations of the British Commonwealth. It is not inappropriate, therefore, to consider books that recall the calamities of war, against a recurrence of which the British Empire stands as the world's strongest bulwark.

First comes a new volume of the official History of the Great War, published for the Historical Section of the Committee of Imperial Defence. The book is entitled "MILITARY OPERATIONS, FRANCE AND BELGIUM, 1918," March and April: Continuation of the German Offensives. Compiled by Brig.-Gen. Sir James E. Edmonds. Maps and Sketches compiled by Major A. F. Becke (Macmillan; 12s. 6d.; Case of 26 Maps, 5s. 6d.). Indicating the scope of this instalment, the author writes: "The previous volume carried the account of the great German offensive, begun on the 21st March, 1918, up to the close of the 26th March, on which day General Foch... was charged with the co-ordination of the action of the Allied Armies on the Western Front. The present volume covers the period 27th March to 30th April; it continues the account of the March offensive until its conclusion in front of Amiens on the 4th April, with the subsequent action of Villers Bretonneux on the 24th-26th, and gives the story of the 'second act,' the Lys offensive towards Hazebrouck, begun on the 9th April and brought to an end by General Ludendorff's order on the 30th. The events described are of such national importance that it has been judged desirable to conclude the volume with a chapter of 'Reflections.'"

I can well believe the author's statement that "it has not been an easy task to ascertain what actually occurred"; and his success in constructing so lucid and coherent a narrative, covering such a vast field of events, is a remarkable feat worthy of the highest praise. The interest is much enhanced and the record illuminated by excellent maps provided in unstinted abundance. It is, of course, a book mainly for soldiers and statesmen, and especially for those who were personally concerned in the operations described. It will also be of immense value to historians. The general reader may lose his way amid a labyrinth of detail, but every now and then he will come across passages of wider scope and of supreme interest to anyone wishing to understand the most momentous period in our military annals. Here we have, in authoritative form, the story of great battles which saved the Allies from disaster in the crisis of the war, and paved the way for ultimate triumph.

To the author's dictum that "it was the unconquerable British soldier who averted defeat," there will be universal assent. "Of the valour of the troops," he says, "there is no question. The old adage that the British fight best in a tight place was once more indisputably proved, and in no short and passing trial. . . . Instead of a couple of afternoon fights, with an interval of a whole day, as in the Waterloo campaign, the troops in 1918 fought, marched, and dug practically continuously day by day for eleven days in March, and then for a good part of April. There were so many Hougoumonts that they cannot even all be mentioned; and, if exception be made of the cavalry and a few Regular battalions of the old Army, they were held, not by professional soldiers, but by amateurs, who had never prepared themselves for such an ordeal. When the Germans seemed to be sweeping all before them, it is questionable whether a single British soldier even entertained a thought of the possibility of ultimate defeat. There might be, to use the South African phrase of 1899, 'regrettable incidents,' set-backs, even disasters, but it was everybody's fixed conviction that the Germans would, some day or other, collapse, and that the Empire would somehow or other muddle through to victory." For each arm of the service the author has a special word of commendation—e.g., the cavalry acting as mounted infantry; the engineers and the pioneers; the machine-gunners;

the tanks; and the air force. "Far too little," he adds, "has been said about the share of the artillery."

One conspicuous phase of the book is the unreserved tribute to General Sir Hubert Gough and the Fifth Army, to whose magnificent work belated justice has only recently been done. It will be remembered that, soon after the German onslaught began, General Gough was superseded, by the Government's order, against the wishes of the Commander-in-Chief (Sir Douglas Haig). The present volume gives full particulars of the affair, and justifies his rehabilitation beyond dispute. Describing the battle which led to the General's recall, the author writes: "Rendered blind by fog, overwhelmed by one of the most violent bombardments of the War, General Gough's eleven divisions, weak from reduction in infantry and from lack of reinforcements, were driven out of indifferent entrenchments, recently taken over from the French, by the attack of two German Armies with 22 divisions in the front line and 22 in support. For seven days, fighting by day and moving by night, with scant assistance, they had carried

"The lessons of March-April 1918," he writes, "are not so much strategical and tactical as constitutional and political: for the next war, if there be one, will be fought on very different lines. The preliminaries of the great campaign of 1918 offer a rich field for reflection as to the principles which should govern the relations between the Government of a democratic State and its military advisers, including the commanders of the Armies in the field. The campaign itself exhibits the difficulties of warfare conducted by a Coalition, but still more the drawbacks in a national system which forbids adequate preparations for war: it is a system benevolent to our enemies; for it entails the certainty of grievous cost of the best blood of the Empire, heavy financial burden in the times which follow, and the inevitable danger of a defeat from which recovery might never be allowed."

Some of those "regrettable incidents" in South Africa in 1899, mentioned above, find place in the life-story of a famous South African who fought against us then, but for us in the war of 1914-18. It is entitled "GREY STEEL." J. C. Smuts. A Study in Arrogance. By H. C. Armstrong, author of "Grey Wolf" and "Lord of Arabia." With

Portraits and Maps (Arthur Barker, Ltd.; 9s.). The sub-title rather surprised me, for, knowing him only through books and Press reports of his actions and speeches, I had never thought of General Smuts as an arrogant man. The choice of this term to express his predominant quality is not discussed in the author's preface, but there are various passages in the book that seem to justify it. Others indicate that more than once in his career General Smuts has overcome this propensity. Thus, we read of him when, during the South African War, he led an adventurous raid into Cape Colony: "He became self-reliant, and he learned a mastery over himself which he had lacked as the irritable, arrogant, pushing young lawyer, suddenly promoted to Attorney-General in Pretoria."

Mr. Armstrong has sought to portray his subject with complete detachment. He claims no close personal friendship, which he rightly considers is apt to bias a biographer. "Without it," he writes, "I have been able to stand well back and to study Smuts with an unprejudiced eye. I have worked through vast quantities of books and documents, together with his own writings and speeches. I have visited South Africa and watched him in the House of Assembly, at dinners, at receptions, at private luncheons. I have visited his birth-place, his school and college, the houses he has lived in, and his places of work. I have discussed him with his associates and with his opponents, with his admirers and with his detractors in England, France and South Africa." Obviously, Mr. Armstrong is not an indiscriminating hero-worshipper. Nevertheless, he acclaims General Smuts as "a great man" in language which is consequently all the more impressive, ranking him with Foch, Mustapha Kemal, and Lawrence of Arabia, as one of the four leaders whose reputations have survived post-war iconoclasm.

This frank and admirably written biography acquires topicality in connection with the Coronation, not only from the memorable speech made by General Smuts as acting Prime Minister, in Cape Town, with its wise words on the Empire and the Monarchy, but also through the visit to London of his former adversary and present colleague, General Hertzog. Mr. Armstrong's book closes with an account of their reconciliation after long political antagonism—a result ascribed to a great "act of renunciation" by General Smuts. When indirect overtures came from his opponent, he had to make the hardest decision of his life—either to fight for power and become Prime Minister, or to combine with General Hertzog. "He walked away out on to the mountains," we read, "to think as he walked. . . . Out of the Rebellion, the World War, and the strife with Labour, he saw that a nation had been born, a nation of Dutchmen and Englishmen who were realising vaguely that this South Africa was theirs, and that, though they might often disagree, yet they were brothers, that they were the South African Nation. If he fought now, he would renew and perpetuate the rivalry between the Dutch and the English, and perhaps stifle this young nation at its birth."

For a biographer who professes to treat his subject objectively, all this passage suggests intimate acquaintance with the working of General Smuts's mind. How far the analysis is authentic, or merely imaginative, we cannot tell, but it adds many cubits to his moral stature. The self-communing proceeds: "He loved South Africa as intensely, as desperately, as passionately, as Botha had loved her."

(Continued on page 1012.)



A FAMOUS FIFTEENTH-CENTURY ITALIAN PAINTING, LONG IN ENGLISH COLLECTIONS, NOW GONE TO AMERICA: "THE ADORATION OF THE CHILD," BY PIERO DI COSIMO (1462-1521), PRESENTED TO THE TOLEDO MUSEUM OF ART, TOLEDO, OHIO, U.S.A.

This famous picture, recently presented to the Toledo Museum of Art by its founder, Edward Drummond Libbey, was probably painted about 1495. According to tradition, it was originally given to a lady of the Guiducci family by Lorenzo de Medici. Later it passed to a picture dealer in Florence, Mr. Metzger, and then successively into the collections of Mr. Alexander Barker, of London, Mr. George Edmund Street, R.A., and Mr. Arthur E. Street. It was long attributed to Signorelli, but, when included in an exhibition of his art at Burlington House in 1893, was identified as the work of Piero di Cosimo, a decision since unquestioned. It was last shown in England at the Royal Academy Exhibition of Old Masters in 1904. The picture is in oils on a circular wood panel 63 in. in diameter, and is in perfect condition. Piero di Cosimo—so named after his teacher, Cosimo Rosselli—accompanied the latter to Rome in 1482 to help paint frescoes in the Sistine Chapel. In 1504 he was among commissioners appointed to select a site for Michael Angelo's statue of David. Piero di Cosimo is represented in our National Gallery by his most celebrated work, "The Death of Procrustes." "The Adoration of the Child" is wonderfully rich in detail, and to bring out this feature we reproduce sections of the painting on the opposite page.

out a retirement in the face of a powerful and highly trained enemy, their line pierced but never broken; inflicting heavy casualties, they had resisted that enemy's efforts with such success that his progress was gradually slowed down and time was gained to bring up reinforcements, so that the great German plan of annihilating the British Army in a single offensive failed and had to be abandoned. This is something more than 'one of the most noteworthy episodes of the War' [Lord Milner's phrase], and it was by no means the end of the Fifth Army's achievements."

Sir James Edmonds concludes his book with a significant passage addressed rather to statesmen than to soldiers.

PICTURES WITHIN A PICTURE: DETAIL OF THE WORK SHOWN OPPOSITE.



A LANDSCAPE IN ITSELF: PART OF THE LEFT BACKGROUND IN "THE ADORATION OF THE CHILD" REPRODUCED ON THE OPPOSITE PAGE—A LAKESIDE VILLAGE.



EVIDENCE OF PIERO DI COSIMO'S INTENSE LOVE OF NATURE AND ACCURACY OF OBSERVATION: FLOWERS AND FOLIAGE IN THE FOREGROUND OF THE "ADORATION."



THE VIRGIN'S HANDS (WITH FINGERS PARTED) AND THE BOOK (LEGIBLE IN THE PAINTING) WHICH SHE READS: DETAIL OF "THE ADORATION OF THE CHILD."



A NEW MOTIF IN FLORENTINE ART: THE SLEEPING CHILD (HITHERTO REPRESENTED AWAKE): PART OF THE PICTURE OPPOSITE, SHOWING ALSO A BIRD PERCHED CLOSE BY.



ANOTHER INCIDENTAL LANDSCAPE IN "THE ADORATION OF THE CHILD" (RIGHT UPPER BACKGROUND): AN IDYLIC PASTORAL SCENE OF SHEEP GRAZING.

HERE we illustrate, on a larger scale, details of Piero di Cosimo's "Adoration of the Child" reproduced opposite. In an article on that work, lately presented to the Museum of Art at Toledo, Ohio, the Director, Mr. Blake-More Godwin, writes: "The sleeping Child is a new motif in Florentine art. Heretofore he has been represented awake. . . . The bird perched upon the rock introduces a delightful note." Regarding the Virgin's hands, he says: "This same motif, with finger-tips not touching, appears in the Portinari altar-piece, by Hugo van der Goes, and, as it is unusual in Florentine art, some critics have argued that Piero borrowed it from the Flemish artist. . . . The background is intensely interesting. To the left, St. Joseph sleeps while ox and ass graze. Beyond in a valley on the shores of a lake lies a village. To the right is a delightful pastoral scene of sheep grazing. The foreground is a mass of flowers and foliage, in its botanical accuracy indicative of the artist's intense interest in plant as well as animal life."



AN INDICATION OF THE ARTIST'S AFFINITY WITH FILIPPINO LIPPI: THE VIRGIN'S FACE AS REPRESENTED IN THE PICTURE, AND A SMALL LANDSCAPE SEEN BEYOND.

MASTERPIECES FROM CLUMBER: PICTURES LORD LINCOLN IS SELLING.

REPRODUCTIONS BY COURTESY OF MESSRS. CHRISTIE, MANSON AND WOODS.



"CHILDREN IN THE PARK OF TATTERSHALL CASTLE."—BY ARTHUR DEVIS.
(Signed, and dated 1750. 40 in. by 50 in.)



"A WOODLAND SCENE."—BY THOMAS GAINSBOROUGH, R.A.
(47 in. by 57 in.)



"PORTRAIT OF HENRY PELHAM PELHAM-CLINTON, 4TH DUKE OF NEWCASTLE."—BY SIR THOMAS LAWRENCE, P.R.A.
(94½ in. by 58 in.)



"THE ARTIST PAINTING A PORTRAIT OF A LADY."—BY CORNELISZ VAN OOSTANEN. (Inscribed "Ano CCCCCXXX." On panel: 24 in. by 19½ in.)



"PORTRAIT OF GEORGIANA ELIZABETH, DUCHESS OF NEWCASTLE."—BY SIR THOMAS LAWRENCE, P.R.A.
(94½ in. by 58 in.)



"THE PIAZZETTA OF ST. MARK'S, VENICE."—BY A. CANALETTO.
(29½ in. by 46½ in.)



"PORTRAIT OF BENJAMIN HOADLY, D.D."—BY WILLIAM HOGARTH.
(Signed, and dated 1741. 29½ in. by 24½ in.)

A SALE of pictures by Old Masters, the property of the Earl of Lincoln, who inherited them under the will of the seventh Duke of Newcastle, is to be held at Christie's on June 4, and should prove of particular interest to art lovers in view of the ground covered. Included in the lots is a painting by Arthur Devis, the father and early instructor of Arthur William Devis, whose portrait "James Alexander Simpson When a Boy" fetched 3600 guineas at Christie's last summer. Benjamin Hoadly, the subject of a striking portrait by Hogarth, was Bishop successively of Bangor, Hereford, Salisbury, and Winchester and Chaplain to George I. Another picture by Hogarth—the famous "Southwark Fair"—is also to be sold.



The grace, the dignity, the beauty of line associated with that mighty name are inherent in these reproductions of Sheraton furniture. Reverently copied from the Master's work by Harrods master-craftsmen, they have, indeed, more than authentic outward shape—they bear the charmed touch of history; they breathe the changeless atmosphere of England's homes.

Sideboard in Yew. Centre drawer; imitation drawer front enclosing cupboard at sides. 5 ft. long x 1 ft. 10 ins. deep x 2 ft. 10½ ins. high over-all. £34 : 15 : 0

Tripod Dining Table in Yew. 7 ft. 6 ins. long x 3 ft. 6 ins. wide. £36 : 10 : 0

Arm Chairs in Yew. Covered Sage Green and Cream Velvet. Each £9 : 12 : 6. Set of four £38 : 10 : 0

Carlton Writing Table in Yew. One drawer; centre cupboard has Tambour-front cupboard at each side. 2 ft. 4 ins. wide, 1 ft. 9 ins. deep, 2 ft. 5 ins. high. £26 : 15 : 0

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A PAGE FOR COLLECTORS.

A COLLECTION OF OLD ENGLISH FURNITURE.

By FRANK DAVIS.

NOT many specially arranged shows of furniture grace the London season. The majority of the firms which own pieces of sufficient rarity and interest to make the compilation of a catalogue worth while argue that they keep in their showrooms a continuously open exhibition, and that if they put aside, perhaps for months, certain exceptional pieces they miss the chance of sales in the meantime, that collectors who want such pieces know where to come for them, and that the work involved is tiresome and the expense not inconsiderable. This is as it may be, and against it must be set the fact that most people, however learned in the craft of cabinet-making, appreciate a carefully set out show in which each piece is fully described, and go away with the agreeable feeling that all this trouble has been taken for them. Well, here, at Messrs. Frank Partridge's, is the only furniture exhibition I know open at the moment. It contains some very good things and caters for a variety of tastes, from the gorgeous elaboration popular under Charles II. to the comparatively austere elegance of the last years of the eighteenth century, with, in addition, a few notable rarities dating back to the early seventeenth century—as, for example, a walnut (not oak) credence-shaped table with an octagonal folding top, and a magnificent oak buffet carved with strap-work and acanthus, and the doors inlaid with marquetry.

It was John Evelyn who recorded how vastly more skilful were English artisans towards the close of the seventeenth century compared to what he remembered when he published "Sylva" in 1664, and it so happens that this show contains two pieces which prove his statement to perfection. They are similar in proportions,

(among other things) to belong to the decade *c.* 1690. The robust straightforwardness of Fig. 1 becomes a lighter and more elegant type altogether, and the polite world is no longer content with plain, unadorned surfaces. The demand for a more luxurious design produced the technical ability which made this delicate inlay possible, for these oyster-shell veneers and floral medallions require a nicety of cutting and adjustment beyond the capacity of

in medallions became a trifle old-fashioned before 1700, and for a few years the agreeable and extremely complicated series of arabesques known as *seaweed* marquetry came in—a type of decoration which generally covered the whole surface and did not lend itself to arrangement in medallions. The distinction is most easily to be noticed upon long-case clocks of, say, 1675 and 1695. Then, for no apparent reason, marquetry went out altogether—the subjects

of Queen Anne wanted either plain, unadorned walnut, or gesso, or lacquer, but not marquetry; and then came mahogany, and all sorts of carving and gilding, until—about 1770—cabinet-makers, influenced by French fashions as their predecessors by both French and Dutch, and learning, moreover, a great deal from the precept of the most successful architect of his time, Robert Adam, turned to marquetry once more and produced such a brilliant interpretation of a Louis XV. commode as the piece shown in Fig. 3, whose swelling, gentle curves are not to everyone's taste to-day, but which is not merely typical of its period, but a masterpiece of its kind. When this exhibition is over, this commode will be found at the Victoria and Albert Museum. It has been identified as from the workshop of John Cobb, who was a neighbour of Chippendale in St. Martin's Lane, and provided several pieces of furniture for Buckingham Palace.

There is no space left to reproduce some of the chairs: it must suffice to direct attention to a remarkable William and Mary set of ten walnut high-back chairs covered with needlework made by the ladies of the Shakerly family, of Congleton, Cheshire, between 1700 and 1710; and—from the other end of the eighteenth century—a Hepplewhite suite of eight mahogany armchairs and two settees, pieces of extraordinary elegance, with oval backs and scroll-fluted arms and legs, splayed outwards a little and tapering slightly towards the foot. These last are well worth careful scrutiny, for the more one looks at the subtlety of their line the more one is inclined to credit the style of



1. MADE NEAR THE BEGINNING OF THE SEVENTEENTH CENTURY, BEFORE THE NOTABLE ADVANCE IN ENGLISH CRAFTSMANSHIP TOOK PLACE: A JACOBEOAN SIDE-TABLE IN WALNUT, FINELY PROPORTIONED BUT UNSOPHISTICATED.

This Jacobean table has several remarkable features, notably that it is constructed of walnut, and not of oak, as its appearance might suggest. It is 35½ in. wide by 27½ in. high.

Reproductions by Courtesy of Messrs. Frank Partridge and Sons.

any but the most highly skilled craftsman.

It is curious to note how the taste for some form of flat decoration ebbs and flows throughout two centuries, and into what patterns it strayed. You have first, towards the end of the sixteenth century, comparatively simple inlay, mostly on the frieze and on the doors of cupboards—that is true inlay; by which is meant pieces of bog oak or ebony or olive or ivory let into the solid wood. That fashion lasts, roughly, till about 1620.

Next comes that other sort of inlay which we usually call marquetry, in the shape of various woods, not let into the solid, but laid on to the carcass in combination with walnut veneers (as in the table of Fig. 2—a typical example of the type of decoration in favour from soon after the accession of Charles II. in 1660 until nearly the end of the century). These floral patterns arranged



2. THE ADVANCE IN ENGLISH CRAFTSMANSHIP IN THE SEVENTEENTH CENTURY: A WILLIAM AND MARY TABLE ALTOGETHER MORE ELABORATE IN DESIGN THAN THE SIMPLE JACOBEOAN PIECE OF FIG. 1, AND DECORATED WITH BEAUTIFUL AND INTRICATE MARQUETRY. (WIDTH: 36½ IN. HEIGHT: 28½ IN.)

and mark the difference, not merely in taste but in practice, as if they had been brought together for no other purpose. The rare table of Fig. 1, not of oak, as one would imagine at a casual glance, but of walnut, can hardly be later than, say, 1630-40. Compare this with the marquetry walnut table of Fig. 2, with its spiral turned legs and vigorous floral pattern, shown by its stretcher

and mark the difference, not merely in taste but in practice, as if they had been brought together for no other purpose. The rare table of Fig. 1, not of oak, as one would imagine at a casual glance, but of walnut, can hardly be later than, say, 1630-40. Compare this with the marquetry walnut table of Fig. 2, with its spiral turned legs and vigorous floral pattern, shown by its stretcher



3. THE RESURRECTION OF MARQUETRY IN ENGLAND IN THE LATE EIGHTEENTH CENTURY, AFTER ITS DISAPPEARANCE FROM USE FOR MANY DECADES: AN ELABORATE SERPENTINE COMMODOE IN WHICH THIS FORM OF ORNAMENTATION IS USED TO REPRODUCE LOUIS XV. MOTIFS—ENTIRELY DIFFERENT IN SPIRIT FROM THE MARQUETRY WHICH IS SEEN IN FIG. 2. (WIDTH: 44½ IN. HEIGHT: 34½ IN.)

Hepplewhite with having discovered the ultimate refinement possible to the craft. It isn't as if the things were merely easy to look at: no end of chair-makers, past and present, can design something agreeable to the eye, but it is only your great men who can combine both comfort and beauty.

This England . . .



The Thames—Streatley Bridge

THE River Thames means many different things to many different men. There is the alder-shaded country stream at Lechlade, the lovely reaches where it becomes the Isis of youthful hopes and happy memories ; Streatley bridge where the plunge begins between the wooded shoulders of the Berkshire Downs. Henley (after Ascot), historic Windsor, Wolsey's Hampton and Elizabeth's "sweet Shene" . . . on, on to the lighters and language of the Port of London. Different things to different men, but to all men one — good bodily exercise in the open air. And one thing more for every waterman's delight ; at almost any inn from the Cotswolds to Canvey you may tie up for a Worthington — the just reward of jolly labour.



FINANCE AND INVESTMENT.

BY HARTLEY WITHERS.

UNCERTAINTIES OF TO-DAY.

SINCE the Money Market became practically a Government department, and official control over investment has gradually extended from an embargo on foreign loans to directions issued to Investment Trusts about the placing of their funds, and political influences assert themselves more strongly than ever in matters of tariff arrangements, organisers of industry and investors who share in its risks have been reduced to a state of uncertainty about what may happen next that is very trying to the nerves, quite unnecessary, and ought to be brought to an end at the earliest possible moment, if economic progress is to continue as it should. All the old buoys and danger-signals that used to mark the probabilities of the money market have been swept away, and nothing has been put in their place except declarations by the Government that its policy of cheap money is unchanged, which has not prevented a substantial rise in the rate which municipalities have to pay when they borrow. Time was when everybody who troubled to look at the newspapers knew how much gold was in the Bank of England, how much was on the way, how much was likely to be coming, or to be withdrawn, in the course of the near future, and how near we might be, on these conditions, to a change in the price of money and in which direction. The material facts of the monetary position were clear and evident, and the psychological facts—in other words, the state of mind of those who controlled the machine—were much less difficult to guess, in times when control was in the hands of business men working according to rules which were well known, and

with close knowledge of the probable effects on business of any measures that they might decide to adopt.

THEN AND NOW.

Contrast the comparative ease with which business forecasting could then be carried out with the conditions of to-day. Now, though we know the Bank

it, making all kinds of incalculable differences to the monetary position. Besides this, there is an unknown amount of gold in the hands of the Exchange Equalisation Fund, worked with all the secrecy and mystery of a Government department, and no one knows how much gold there is put away in safe deposit vaults on account of Continental holders who prefer a holding of gold to any other kind of money or any form of investment. Actual gold shipments are still recorded, but transfers from the Equalisation Funds of the many Governments that have now established them can only be guessed at. Gold movements no longer follow the course of trade, but are influenced chiefly by the fancies of nervous operators who prefer first one centre and then another as a refuge for their funds. And the psychological aspect of the problem is perhaps the most baffling feature in it, for since the American Government sent up its *ballon d'essai* about "putting more gold into the dollar"—in other words, reducing its price of gold—the Future of Gold has been the subject of a continuous flow of articles in the financial Press. What the Governments mean to do about it is what everyone wants to know; and unfortunately both the American and British Governments have lately shown amazing ignorance of the sentiment of business, and so of the probable effects of experiments that they may make. Mr. Roosevelt's gold scare was only one of a series of shocks which he has inflicted on enterprise in his country, which certainly was in need of drastic reform, as its leaders now generally admit when caught in a candid mood. But our Chancellor's surprise concerning the effect produced by his National Defence

Contribution, and the highly honourable readiness with which he consented to its amendment, show how completely his advisers had misunderstood its effects on industry and on the minds of business organisers.

(Continued overleaf.)



TESTING A NEW TYPE OF FIREPROOF SUIT WHICH IS BEING SERVED OUT TO ROYAL AIR FORCE STATIONS: AN ASBESTOS-CLAD FIREMAN IN THE FLAMES OF A BLAZING AEROPLANE.

The statement concerning this photograph is as follows: "A new type of asbestos suit which is being served out to Royal Air Force stations had a practical test when a fire was staged at the Fairold Aerodrome, Heathrow, Middlesex. An old aeroplane was burned for the purpose of the demonstration, and the men in asbestos suits were able to reach the seat of the fire."

of England's gold holding—at least that which is shown in its weekly return—we also know that it is valued at a price which is not much more than half its market value, and that at any time legislation may empower the Bank to take a higher value for



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THE GOLD PROBLEM.

As to the future of gold, some idealists who believe that the affairs of the world are ruled by reason tell us that the value of this metal is now purely, or very largely, a matter of convention and habit (which is certainly true), and that it is incredible that enormous amounts of capital and energy should much longer be wasted, year by year, in digging it out and burying it again. But even if we concede that the use of gold as a store of wealth is a barbarous anachronism, the fact remains that many barbarous anachronisms, such as Jew-baiting, book-burning, and the repression of free speech, have lately been dragged out of the obscurity into which they had fallen since the Middle Ages, and are now recognised instruments of statesmanship in some countries of Europe. An American economist, Mr. Benjamin Anderson, writing in the Chase Bank's monthly review for January, pointed out that "gold remains the standard of value because neither men nor Governments will trust anything else," and that "the volume of gold hoarding to-day is enormous because of the great damage that has been done to gold's greatest competitor, namely, the confidence that men have in the paper promises of Governments and central banks."

ITS IMPORTANCE TO INVESTORS.

It may seem that this question of the future treatment of gold is a matter that is of interest only to shareholders in gold-mining companies, but it was lately shown by the behaviour of security prices that, at least in the general belief, if a reduction in the price of gold were to be carried out, it would mean a relapse in commodity prices, and the undoing of all the advantage to industry that has followed from their partial recovery from the level, so unprofitable to producers, to which they fell during the depression. This belief is based on the view that a lower price for gold would mean a reduction of the amount of paper money, and consequently, according to the Quantity Theory of money, a lower price for commodities. Whether and to what extent this would actually happen is a question that is open to argument; but the belief that it would be inevitable would certainly have a depressing effect on enterprise and cause a serious reaction in trade activity. In fact, it was in order to check the headlong advance in commodity prices that marked the early months of this year that the American Government considered tampering with

the price of gold; and the mistake that they made was in being quite unaware of the much too great effectiveness of their proposal. They would have burnt down the whole house of trade recovery in order to roast the pig of commodity speculation.

NEED FOR A DEFINITE POLICY.

And even now, though all intention of lowering the price of gold has been denied, public opinion, long trained to accept official denials at a good deal less than their face value, is still anxious; and it has to be admitted that a position in which the United States is the only country prepared to buy gold at a fixed price is anomalous, especially as its doing so means that it has to add to its debt in order to pay for additions to its enormous stock of gold, and then bury the receipts. Its inhabitants naturally think that it is holding the golden baby for all the rest of the world, and resent this state of things. Since the British Empire is still by far the largest producer of the metal, and the Bank of England and our Exchange Equalisation Fund are known to be very large holders of it, and London is taking care of a mass of hoarded gold for Continental owners who might be a cause of embarrassment if they were frightened by the possibility of a reduction in its price, it is clearly to our interest that some more satisfactory arrangement should be made, and conversations with this object are known to be proceeding. In view of the lesson that Governments have lately received concerning the consequences of reducing the price of gold, it seems most unlikely that that solution of the problem will be mooted again; and investors may fairly feel confident that deflationary measures are not likely to interfere with the progress of industry and the gradual advance in commodity prices that is still needed to restore the world's economic equilibrium.

BOOKS OF THE DAY.

(Continued from page 1004.)

'What is best for South Africa?' Botha would have asked. The answer to that question should be his decision. If he combined with Hertzog, South Africa would have peace. . . . He made his decision. He renounced his pride, his arrogant contempt . . . his personal interests, his instinct to fight and rule; and he held out the hand of friendship to Hertzog, who

grasped it. At a general election in 1933 they swept the country. There were no Dutch and no English parties. They were united. South Africa might develop in peace."

I will end with some brief notes on various other books of military interest, with some of which I should like to deal more fully later. A distinguished soldier's early campaigning adventures are vivaciously related in "THE LAST OF THE GENTLEMEN'S WARS." A Subaltern's Journal of the War in South Africa, 1899-1902. By Major-General J. F. C. Fuller. Illustrated (Faber; 12s. 6d.); while an Army doctor's memories both of that war and of the Great War are recalled, likewise with a strong element of humour to relieve the tragic side, in "SOLDIERING WITH A STETHOSCOPE." By Colonel N. J. C. Rutherford, D.S.O., M.B. Illustrated (Stanley Paul; 12s. 6d.). Akin to this last is the story of an American volunteer nurse's hospital experiences in France, told in "I SAW THEM DIE." The Diary and Recollections of Shirley Millard. Edited by Adele Comandini (Harrap; 5s.). Even here laughter is not wholly absent, but horror predominates, and makes one realise what frightful suffering—largely unrecorded—warfare entails. Yet another engrossing personal record of the Great War comes from an officer of one of the Irish regiments afterwards disbanded on the establishment of the Irish Free State—namely, "STAND TO." A Diary of the Trenches, 1915-1918. By Captain F. C. Hitchcock, M.C., F.R.Hist.S., late 2nd Battalion, The Leinster Regiment. With Preface by Major-General Sir John Capper. Illustrations and Maps (Hurst and Blackett; 15s.). Captain Hitchcock will be remembered also as the author of "Saddle Up."

Lastly comes a book that describes vividly, with abundant illustrations and statistics, the German air raids on London and Paris during the Great War, with a chapter on the air menace of the future. The book in question is "WAR ON GREAT CITIES." A Study of the Facts. By Frank Morison (Faber; 8s. 6d.). This book is at once a record and a warning, and pictures what might happen, in a future conflict, to London, Paris, Brussels, Berlin, Milan, or Rome. No one but a monster or a maniac would deliberately provoke war, knowing it to involve such appalling consequences as this book foretells. C. E. B.



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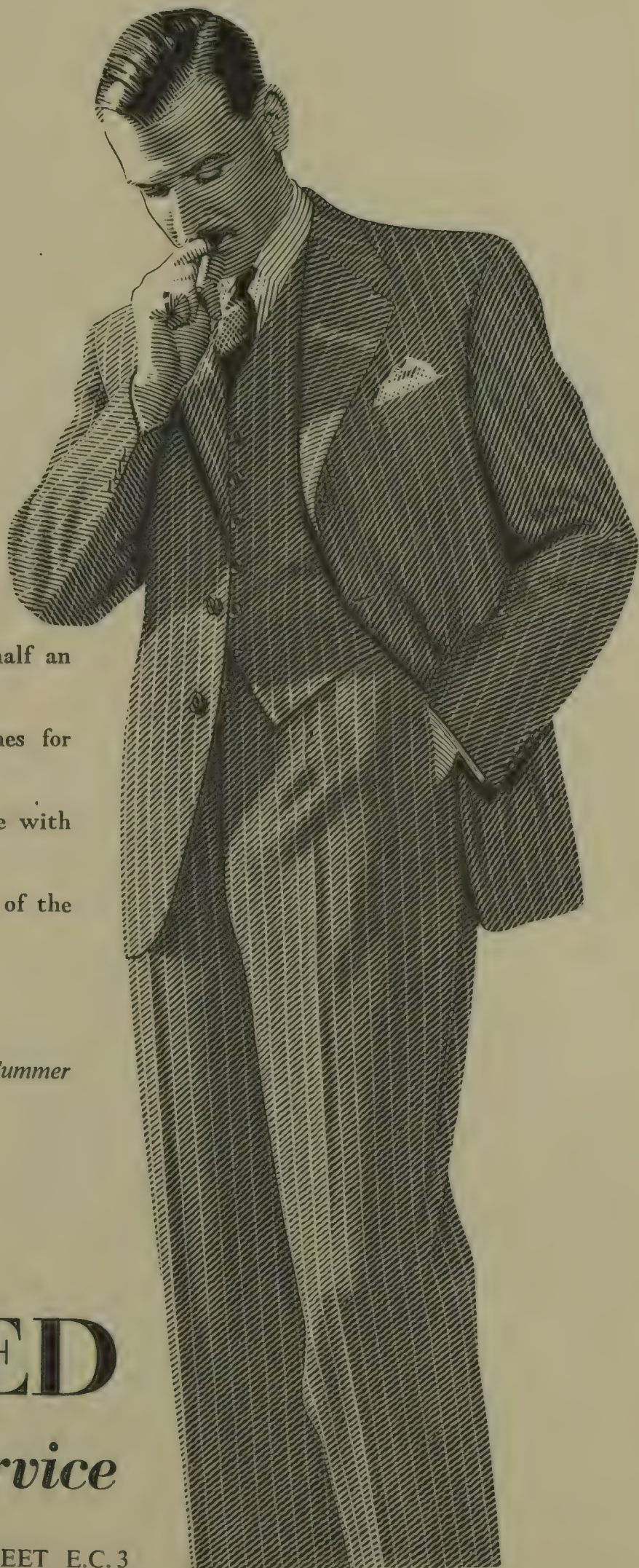
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THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

MOTORISTS all over the world will send their congratulations to Sir John Siddeley, C.B.E., on the honour conferred upon him by his Majesty the King in making him a Baron of the United Kingdom and Peer of the Realm. The whole industry is honoured by this, as Sir John is President of the Society of Motor Manufacturers and Traders. I wish him the best of good health and happiness to long enjoy his honours. He well deserves



A NEW MODEL INTRODUCED THIS SEASON: THE 1937 ROVER 16-H.P. SIX-CYLINDER SPORTS SALOON.

The Rover coachwork is attractive in appearance and roomy and comfortable. On the road its performance is well in keeping with the speedy-looking lines of the body. Built-in at the rear is a generous-sized luggage-compartment which houses the spare-wheel in the lid. It is priced at the remarkably low figure of £355.

them. An early pioneer of motoring and aviation, his life has been spent in improving the internal combustion engine for road and air transport. To-day Siddeley Motors are a household name to all who fly or use cars. Added to that fame is Sir John's private beneficence in presenting Kenilworth Castle to the nation, besides other great gifts for the benefit of education.

Siddeley cars were the first to introduce to the motoring public easy changing of gears by the preselector type of gear-box. To-day all gear-changing has been made easier by the example set by that firm. Nowadays few people bother about the mechanism of a car, but are more concerned in regard to the comfort of the passengers in the rear compartment. The mechanical side of motoring is now accepted as excellent and giving no cause for worry. Which is quite true, although there are degrees of excellence from the driver's point of view. At the same time, the latter's greatest bugbear, gear-changing, has been made so easy that it has ceased to make the novice nervous of learning to drive.

The regulations for the International Car Race, to be held in the Isle of Man on Thursday, June 3 next, have now been issued by the R.A.C. The race will be limited to cars with a maximum engine capacity of 1500 cc., and beyond that there is practically no restriction on the type of car that may be entered, whilst fuel of any description may be employed. The course for this year's race is 200 yards less than four miles in length, and is to be covered fifty times. It will be driven over anti-clockwise. Starting from the T.T. Grand Stand, just outside Douglas, it turns left at St. Ninians Corner, running down Ballaquayle Road and Broadway to the Sea Front at the Villa Marina. Here it again turns left, following the Promenade and King Edward's Road to Royal Avenue, where there is a third left-hand turn and a short, steep ascent through an acute "S" bend. From Royal Avenue, a fourth left-hand turn

leads into Onchan Village and thence by Governor's Road back to the Grand Stand. It is expected that this will be a faster course than in 1936 and one likely to provide greater interest for drivers, as well as spectators.

The winner of the race will receive the Wakefield Cup and £400, the second £300, the third £200, and



STOPPING TO ADMIRE ONE OF THE MOST FAMOUS OF ALL THE BEAUTY SPOTS IN THE LAKE DISTRICT: AN OWNER-DRIVER IN HIS NEW AUSTIN "SEVEN" RUBY SALOON AT TARN HOWS, NEAR CONISTON.

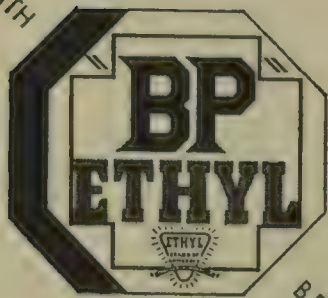
so down to the tenth man, who will receive £30. The race will be stopped ten minutes after the winner has completed the course, the remaining placings being decided on the number of laps covered. In order to qualify for an award, a car must have covered at least half the distance of the race. Practising will take place on the Tuesday and Wednesday preceding the race, between the hours of 5 and 7 a.m. The race will start at 2 p.m. and will take about three and a half hours to complete. It will thus be possible for visitors from the mainland to cross to the Isle of Man by the morning boat, see the race, and, should they desire, return again in the evening.

[Continued on page 1022]

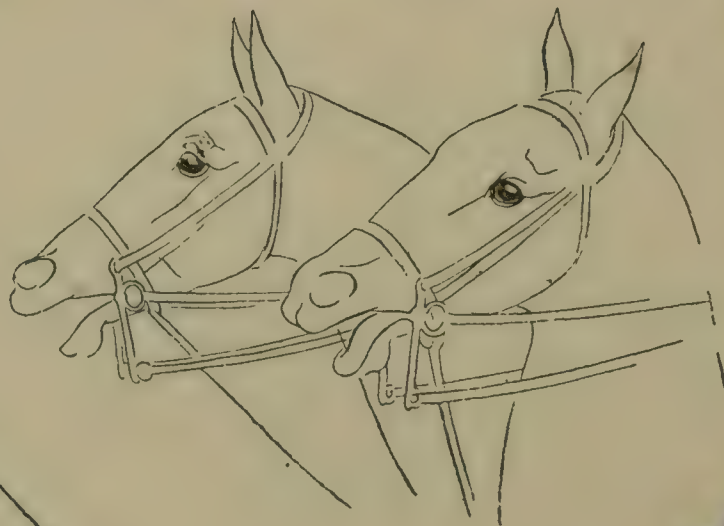
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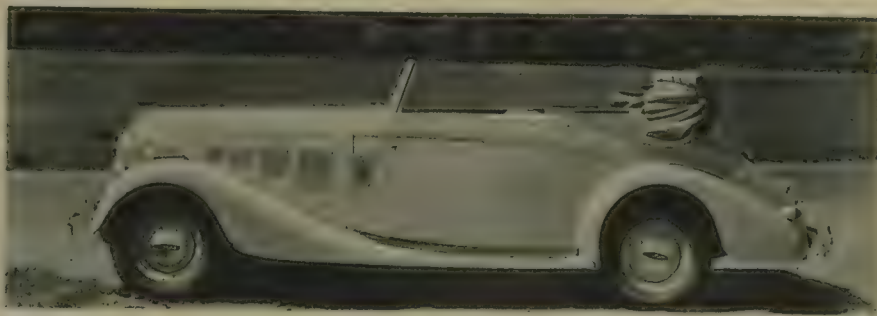
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Fashions for Brides and Bridesmaids.

Women must not only have a knowledge of what is correct but have the strength to follow it where fashions in general are concerned: there is, however, a certain latitude regarding those for bride and bridesmaid. Frequently portraits by Old Masters are the founts of inspiration; the youthful bride likes the dresses portrayed by Romney and Gainsborough, while dresses of the Empire and classical character are regarded with favour by the older woman. Among the fabricating mediums are organza, slipper satin, soft and stiffened lace. An interesting revival is the Medici collar, in conjunction with a square décolletage; while the influence of the Marie Antoinette bonnet is noticeable in many of the head-dresses. Sometimes trains sweep from the shoulders, but more often than not they form an integral part of the skirt. Bridesmaids' dresses are seldom replicas of the bride's; they are frequently in delicate pastel shades, several colours being present in the retinue. It seems almost unnecessary to add that many frocks of the picture character are seen. A new note is struck by the semi-transparent yokes, surmounted by a narrow, upstanding collar, threaded at the base with a silken cord loosely knotted in front. The sleeves are inset, long, and finished with a lace frill. Large, shady hats and Juliet caps in embroidered lace and flowers are formidable rivals. Every material adds its quota for the fashioning of the dresses, while the bouquets or sheafs are composed of English flowers, which is as it should be in this, the Coronation year.

Velasquez Roll and Square Train.

There are certain things that women of imagination consider that a bride should wear, and these are mirrored in the lovely wedding dress portrayed on this page, which was designed and carried out by Harrods of Knightsbridge. It is expressed in a rather thick white satin known by the name of slipper; the train is cut square, the sleeves are long, while cowl draperies are cleverly introduced on the corsage. Then, with the cunning of an artist's hand, a Velasquez roll forms an important feature of the head-dress, reinforced with billows, shall it be said, of tulle. As will be seen, the bridesmaids on the left are dressed alike. It is poult-de-soie that makes the frocks, which are gored from the neck and cut in one; the puff sleeves are flattering, and so are the necklines. A visit to Harrods will convince all and sundry that true artists have been assembled for the interpretation of creations not only for weddings, but for important social functions to take place during the ensuing weeks, not overlooking the Royal Garden Parties, Ascot, and Goodwood. This firm was particularly successful with fashions for the Naval Review, as they realised the necessity of everything being correct.



Of Interest to Women.





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THE WORLD OF MUSIC.

THE GLYNDEBOURNE FESTIVAL.

THE Mozart Festival at Mr. John Christie's beautiful little opera house at Glyndebourne opened last week with "Don Giovanni," in which the principals, with the exception of the Zerlina and the Don Ottavio, were the same as last year. Remarkable as was last year's production, this year's is even finer, for there seems to be a gain in ease, subtlety, and power. Mr. John Brownlee's performance as Don Giovanni, in particular, has acquired a verve and diablerie which were the only qualities in which his rendering of the part was a little lacking. He is a most polished singer with an excellent mezzo-voice and has a handsome presence, but his Don inclined to be a little too suave hitherto; now it may be described as a model performance.

The Donna Anna of Ina Souez has also developed and she sings with increased power and expression. Her acting, always vivid, is still more impressive than before, and her portrayal of the sudden conviction that it is Don Giovanni who is the murderer of her father was a superb piece of acting. She has the right sort of voice for the part, which requires a really powerful dramatic soprano to do it justice, and the only criticism to be made of her is that her high notes are occasionally inclined to be a little hard. A slight loss of tone in the top register is also the only adverse criticism to be made of Luise Helletsgruber's magnificent performance in the part of Donna Elvira. Her singing of "Mi Tradi" was an outstanding performance, and was sufficient in itself to confound those pedantic purists who would omit this magnificent aria on the ground that, as it was added, later by Mozart, it is not an intrinsic part of the action.

The tenor on this occasion was Signor Borgioli, in place of Herr Pataky, who took the part last year. He has many good qualities, but, to me, he is not the ideal Don Ottavio. But then the ideal Don Ottavio has never been heard yet, and Signor Borgioli is quite above the average and is much less insipid than most of the tenors one hears in this part. If he could reduce the occasional "swell" he puts into his voice and maintain a more even tone, it would greatly add to the beauty of his singing.

On the following Friday took place the first performance at Glyndebourne this season of "Die Zauberflöte," which, like "Don Giovanni," was conducted by Fritz Busch, whose handling of both scores again filled one with the deepest respect for the quality of his musicianship and his expert virtuosity as a conductor. The production of "Die Zauberflöte" is one of the finest efforts of Carl Ebert, the lighting effects being especially good. Of the cast, the Pamina (Auliki Rantawaara) and Tamino (Thorkild Noval) were the same as last year, but the tenor gave an even more refined and polished performance than he did then. As for Auliki Rantawaara, this Finnish soprano is ideal both in appearance and vocally. For a singer, she has a quite unusual sense of rhythm and her cadences were a joy to hear. To have a soprano who looks extraordinarily beautiful and sings like a first-class instrumentalist is indeed a rarity.

The Sarastro of David Franklin had many good points; what it lacked chiefly was experience and ripeness. It is very difficult indeed for a young singer to take the rôle of Sarastro, and when Mr. Franklin is ten years older he should be all that one desires a Sarastro to be. The Queen of the Night was a newcomer, Sinadre Lissitschinka, a Nicaraguan coloratura soprano, who sang her extremely difficult arias well in tune. To find a perfect Queen of the Night is an impossible task. Those singers who have the strength of voice to give the requisite dramatic power to the part cannot sing the coloratura passages, and those who can have voices, as a rule, that lack dramatic force. The Papageno of Roy Henderson and the Papagena of Irene Eisinger were excellent and could hardly have been improved upon. The Monostatos of Ernest Frank was also a good piece of work. The enthusiasm of the audience at the conclusion was a proper testimony to what is an altogether outstanding production.—W. J. TURNER.

We regret that a misstatement occurred under the four-page diagram of H.M.S. *Southampton* in our issue of May 22, the name of the sister-ship of the *Southampton* being given as the *Nottingham*. This should have been the *Newcastle*.

"PAGANINI," AT THE LYCEUM.

THERE is Mr. C. B. Cochran's customary lavishness about this operetta, both as regards quality and quantity. Professor Ernst Stern's *décor* is remarkably beautiful, the final scene at the Smugglers' Inn being particularly effective. The piece runs for three and a half hours, so that some cutting would seem desirable. Any of the comedy scenes, all of them woefully weak, could be deleted with advantage. Mr. Charles Heslop, a resourceful light comedian, and Miss Joan Panter, a vivacious comédienne, worked very hard to infuse some humour, and succeeded surprisingly well considering the material at their disposal. However, it is the musical side, and particularly the singing of Herr Richard Tauber and Miss Evelyn Laye, that demands attention. Herr Franz Lehar's score is exceedingly tuneful and seems richer than ever. Miss Laye, making her re-appearance on the stage, after an absence of four years, mounted on a horse, looked remarkably handsome in a white riding costume. Her voice has gained in power and her acting displays both fire and humour. Her singing of "Love, Live for Ever" was encored again and again. Herr Richard Tauber has seldom been in better voice, his "Girls were Made to Love and Kiss," and "Love, at Last," being perhaps his best songs. The real Paganini was a tall, saturnine-looking man, who, from his bizarre and mysterious appearance was currently reported to be "the son of the devil." Herr Tauber wisely made no attempt to change his personality. On the one occasion he pretended to play the violin, it was on a stage so dark there was no need for him to do so much as draw the bow across the strings. The story is a simple one concerning a Princess who, first attracted by Paganini's music, falls in love with him. When he, in turn, is attracted by a ballet dancer she orders his arrest; but his playing conquers her jealousy and he is allowed to escape. The Princess follows him to the frontier disguised as a gypsy, but Paganini deciding, so to speak, "my fiddle is my sweetheart," the two part for ever.

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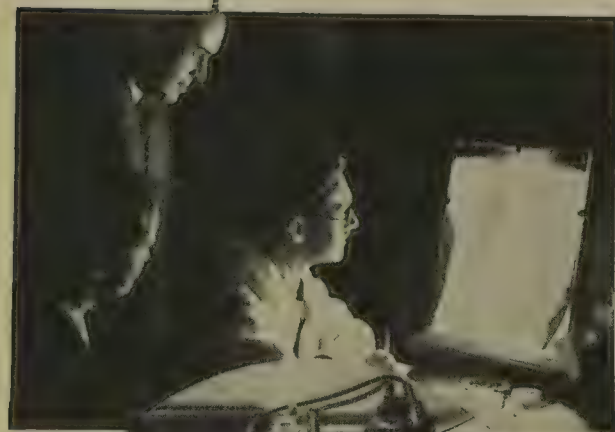
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To talk of many things,
Of shoes — and ships — and sealing-wax —
Of Cabbages and KINGS"

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NOTES FROM A TRAVELLER'S LOG-BOOK.

BY EDWARD E. LONG, C.B.E. F.R.G.S.

AIX-LES-BAINS—THE FAMOUS SPA OF SAVOY.

AIX-LES-BAINS has been termed, aptly, the "Monte Carlo of the Spas," and just as, perhaps, it rivals the famous resort on the Riviera in its smart social life and



SITUATED ON THE BEAUTIFUL LAC DU BOURGET AND VERY UP-TO-DATE IN ITS FACILITIES: A CHARMING VIEW OF THE PRETTY PLAGE OF AIX-LES-BAINS.

its facilities for sport and amusement, so also it has the advantage of a situation of great beauty in the heart of a wide and picturesque valley of the Alps of Savoy, and almost at the foot of Mont Revard, from which there is a charming distant view of Mont Blanc, whilst close by Lake Bourget adds its loveliness to the grandeur of the scenery of the mountains. Aix, too, has great historic interest, owing its foundation to the Roman Consul, Sextus Calvinus, in 123 B.C., figuring as the capital of Narbonensis Secunda in the fourth century, later occupied by the Visigoths, taken by the Saracens in 731, and the capital of the county of Provence during the Middle Ages. Passing, with Provence, to the Crown of France in 1487, it retained the Parlement of Provence until 1789, and it is still the seat of the faculties of law and letters of the University of Aix-Marseille.

So to-day Aix-les-Bains has a wonderful old-world charm, combined with a spirit of modernity as regards its amenities which makes it a thoroughly delightful holiday

centre. Its hotels are magnificent: it has, in the Grand Cercle, a casino with lovely gardens which is one of the finest in France and which has only recently been brought thoroughly up to date; for golfers there is a fine eighteen-hole course; for tennis players there are no fewer than thirteen courts, whilst in a very picturesque situation on Lake Bourget—the largest lake in France—there is a *plage* which is laid out in a most attractive manner, with every convenience in the shape of facilities for bathing and sun-bathing, promenade lawns for spectators, and a restaurant, with a bar, where there is dancing. Here, during the season, water fêtes, bathing parades, and regattas are held, and rowing and sailing are in full swing; anglers, too, find good sport at Lake Bourget. The programme of sport and amusement during the coming summer season at Aix-les-Bains includes a Golf Week, June 1-6; a Tennis Week, June 7-13; a motor rally on July 3 and 4, and again on July 11 and 12; a Concours Hippique on July 24-25; a regatta on August 8; a grand night fête in the Parc des Thermes on August 14; a Grand Concours d'Elégance Automobile on August 16; a Race Week, August 16-29; and a Battle of Flowers on August 29.

Aix-les-Bains has a very agreeable summer climate, abundant sunshine being tempered by the cool, pure air from the near-by mountains, and it is then that so many people visit it for spa treatment. Its reputation in this respect is one which harks back to the days of the Romans, and when the recent enlargement and re-equipment of the thermal establishments, which have made Aix-les-Bains one of the finest spas in the world, were taking place, extensive remains of the old Roman baths were discovered and are now on view: a very remarkable sight. Rheumatism and gout are the complaints which yield specially to the waters of Aix, waters of a sulphurous nature, both hot and cold, and with a flow of five million litres daily. A very large staff of doctors, masseurs, and masseuses is

maintained, the most modern methods of treatment are employed and the most up-to-date appliances; it is interesting to note, too, that the baths of Aix belong to, and are under the direct management of, the French Government.

There is much to see in Aix-les-Bains. Apart from the old Roman baths, interesting relics of the Roman days are the Arch of Campanus and the Temple of Diana; the Cathedral of St. Sauveur, with a rich Gothic portal, and adjoining it are an archbishop's palace and a Romanesque cloister. The Hôtel de Ville, an old château of the Marquis d'Aix, of sixteenth-century construction, has a Gothic-style entrance, a fine staircase and woodwork, and a large library with valuable MSS. As a centre for excursions, Aix-les-Bains has an admirable situation. An autobus service and an overhead cable railway enable the ascent to beautiful Mont Revard, a height of 5000 ft. above sea-level, to be made in twenty minutes; there are boat trips on the lake and tours by motor-car which circle the lake, visit the Gorges du Sierroz, take one along by the Rhône, and enable one to see Annecy and its lake, historic Chambéry, with its famous old château of the Dukes of Savoy, the Valley of Bauges, the Val du Fier, Lac d'Aigueblette, Grande-Chartreuse, the Perte du Rhône, at Bellegarde, the Valley of Beaufort, La Maurienne, even Chamonix and majestic Mont Blanc, and to gain an insight into the country life of the lovely land of Savoy.



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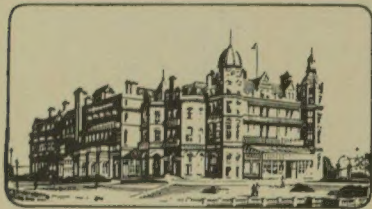
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THE CHRONICLE OF THE CAR.

(Continued from page 1014)

Several thousand employees of Vauxhall Motors, Ltd., received recently their share of the profits made by the company during 1936. The employees participating received an average of £12 13s. 9d. each—a bonus amounting to approximately three weeks' wages. The profit-sharing scheme was first introduced in 1935, and in its second year has produced a sum of £77,559 for distribution among the workers, an amount which is equal to a dividend of over 6 per cent. on each employee's earnings during the past year. In spite of the fact that 700 more men were participating in this year's share-out, the percentage is only slightly below that of last year, but the actual amount received is higher.

The Profit-Sharing Fund is arrived at by crediting to it yearly an amount equal to 10 per cent. of the net profits of the company, after deducting 6 per cent. on the net capital employed in the business throughout the year. Every employee becomes a participant in the scheme after completing one year's service, and the longer the service, the larger the share; all employees with over five years' continuous service receive an extra 2½ per cent. for each year in excess of five years, up to a maximum of 25 per cent. addition. Mr. C. J. Bartlett, Managing Director, made an important announcement. He stated that the works at Luton will close down for the first week in August and that all employees will be paid for that complete week's holiday at their standard hourly rates.

Mr. Bartlett, in his short talk, stated that every man or woman in industry is entitled to a decent living wage, to reasonable working hours and to decent conditions in which to work; to a decent home and opportunities for exercise and recreation. He said that a great and mutual responsibility rests on directors and employees of the company alike to do everything possible to help these things forward in a spirit of co-operation, improvement and enterprise—for in no other way will happiness and satisfaction be lastingly obtained. He knew, he said, that the one thing that worries the worker more than anything else is lack of continuity of employment in certain trades, that some part of the year heavy overtime has to be worked, and that other times of the year there is not enough work to go round. He pointed out that over the last few years Vauxhall Motors have minimised these fluctuations to a tremendous degree, and that they are making every endeavour to maintain the greatest continuity of employment possible for the greatest possible number of employees.

A large number of new cars are to be seen on our roads at the present time. Her Majesty Queen Mary recently honoured Messrs. Stratstone, Ltd., of Pall Mall, with an order for a Daimler "20" with Hooper coachwork, and her Majesty has been graciously pleased to express her full satisfaction with this new Daimler. That satisfaction is shared by many motorists to-day, as the 1937 cars are a particularly good "vintage." Motor factories, like vineyards, have their good and indifferent years, and purchasers of cars this season are fortunate in having such a wide choice of first-rate motors to pick from.

Our new drivers will be pleased to learn that since April 1 the Minister of Transport has reduced the fee for a driving test from seven shillings and sixpence to five shillings where the test is taken on any vehicle except an invalid carriage, a mowing machine, an agricultural tractor, or a vehicle controlled by a pedestrian, in which case the fee is half a crown. Last year there was a profit of £20,000 from the fees for driving tests and motorists will be glad this payment is now reduced to what it is hoped will be a non-profit basis. We have quite enough taken from our pockets as motor-owners in fees and taxes, so every reduction is a welcome gesture.

"THIS LIFE I'VE LOVED."

(Continued from page 998)

For the King, whose Party she favoured, rather than that known as the Missionaries, Mrs. Strong designed a Hawaiian coat of arms, a crest, and an Order, the Order of Oceania, of which she was to be a Lady Companion after she had contrived to convey a message to Majesty at a moment of political disturbance. For him also she offered to create suitable fashions for his womenfolk, who were over-indulging in the glories of tight-fitting, laced-in French frocks with bountiful bustles. She asked him if he could not issue a Royal Command as to dresses worn at Court and elsewhere. He laughed amiably. "In my private family," he confessed, "the ladies rule. . . . We did our best. It was a noble effort." For him, at his special desire, she painted likenesses of fish before their brilliant colours faded, a matter of fifteen minutes or less. At his wish, and to her own pleasure, she was teacher of drawing in the Government Schools.

Seven full years: back to the United States—and then Vailima! Keenly observant, vitally engrossed in people and in places, her memory fresh, her powers of description enviable, Mrs. Isobel Field has added to the books that are really personal a volume that will long be remembered, not only as a "document," a contribution to Memoir History, but for its suggestion of pioneer and "Showboat" days in the United States, its European notes, its vigour and its charm, its record of Hawaii and Samoa when they were native, and, most obviously, for its Stevensoniana.

E. H. G.

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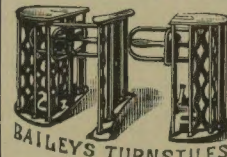
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THE public has now had the forerunners of the regular King George VI. stamps for Great Britain, of which the 1d., 1½d., and 2½d. values were put on sale in Coronation week. The design is by Mr. Eric Gill and incorporates a



GREAT BRITAIN:
THE NEW REGU-
LAR ISSUE.

portrait in profile of the King drawn by Mr. Dulac. The portrait on the dark background is in the tradition of the historic first postage stamps of our country. Mr. Gill's disposition of the denomination in a circle at the base, overlapping the front of the neck, has relieved the appearance of decapitation that was much complained of in the Edward VII. and George V. stamps. The continuity of inscription and ornament in lieu of a more formal frame is in the modern manner, and inevitably recalls to the philatelist some of the modern stamps of Sweden. This is the first time the daffodil as the floral emblem of Wales has appeared on our postage stamps.

Of the Coronation stamps yet seen in London, our own plum-coloured 1½d. stamp presents the happiest portraits of the King and Queen. Mr. Edmund Dulac, who designed the stamp, sought "to convey a feeling of rejoicing," and this is admirably achieved in his drawings of the royal portraits, as well as in the surround. The background is in full tone. In the three New Zealand Coronation stamps, which are



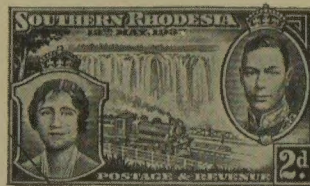
GREAT BRITAIN: THE CORONATION
STAMP.



DOMINICA: THE CORONATION
STAMP.

does not give undue emphasis to the date "12th May 1937" as does the British 1½d. stamp. After all, the stamps are intended for use over a period, and the English stamp was not even issued on the date it bears. The portraits in the Crown Agents' design are not so pleasing as Mr. Dulac's. The least attractive presentation of the King is that on the larger of the two sets of stamps for Newfoundland, of which a specimen was reproduced in *The Illustrated London News* of April 24.

The first bi-coloured set of Coronation stamps is the pretty set of four, 1d., 2d., 3d., and 6d., for Southern Rhodesia. This shows a familiar view of the Victoria Falls with railway bridge. The royal portraits are in separate panels at right and left.



SOUTHERN RHODESIA: THE CORO-
NATION STAMP.



FRANCE: JEAN MERMOZ, THE
FAMOUS AVIATOR.

Some of the feudatory native States of India rejoice in excellent postage stamps, obtained from London, but others retain their reputation for producing stamps of crude design and worse execution. A set of four stamps from Travancore bears an alleged portrait of the Raja and a picture of the entrance to a temple. The perforation is as crude as the printing, and is reminiscent of the old-time sewing-machine. The State would have done better to adhere to its traditional conch-shell design for stamps, but the signs and portents of change came with the Coronation issue of Raja Rama Varma in 1931.

France honours the memory of her famous Atlantic aviator, Jean Mermoz, on a finely engraved 30-centimes stamp in dark green. This is one of the best portrait stamps France has produced. It shows the aviator at the controls of one of the air-liners serving the French South Atlantic air service. A chart of the route is seen in the background. M. Henri Cheffer is the engraver of this excellent miniature.

Greece, which has a number of new stamps in old classic designs to come shortly, has just issued a single stamp to mark the centenary of Athens University. This has been printed in England and shows Pallas Athena with shield and lance, after the statue by Guizis. The denomination is 3 drachmæ pale brown.



GREECE: THE CEN-
TENARY OF ATHENS
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CORONATION STAMPS

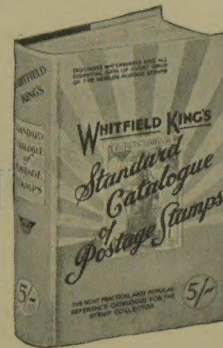


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- Sir Edward:* "... Morning, Duggie. A few of us have decided to keep a record for the season and to see which is really best for the backer, 'Tote' or Starting Prices."
- Duggie:* "And how, Sir Edward, do you propose to arrive at your figures?"
- Sir Edward:* "Oh, quite easily, we'll simply take the aggregate 'Tote' odds returned against winners, and do the same with Starting Prices. That surely will tell us."
- Duggie:* "Such figures will tell you very little, in fact they would be most misleading."
- Sir Edward:* "I don't quite understand."
- Duggie:* "Have you noticed that every now and then some horse wins a race which on previous form looks hopeless, not even backed for a penny by the stable?"
- Sir Edward:* "Of course I've noticed it. Often backed the second and couldn't believe it possible."
- Duggie:* "Against such horses the 'Tote' pays out fantastic odds but probably, if you combed the country, you would only find a handful of people who benefited."
- Sir Edward:* "I understand that. I often wonder how anybody can back such horses they must pick them from the papers with a pin."
- Duggie:* "Very likely. On the other hand, when a well backed horse is returned at shorter odds than S.P. (which frequently happens) countless thousands of backers are affected."
- Sir Edward:* "I can't dispute that. How then are we to arrive at the respective merits of 'Tote' and Starting Prices?"
- Duggie:* "Only one way for a backer, Sir Edward. Let him divide his stakes, placing half at 'Tote' prices and half at S.P. and see which pays him the better."
- Sir Edward:* "Extremely fair and sporting, Duggie. And of course you still allow the 5% over 'Tote' odds for wins."
- Duggie:* "Certainly, Sir Edward, and don't forget 25% over 'Tote' odds for places."

"Duggie Explains" series are based on actual conversations held with clients, but names used are entirely fictitious.

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